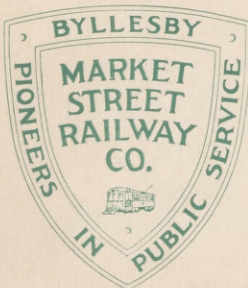


INSIDE TRACK



1934
Safety League Trophy



● VOLUME 13

FEBRUARY 1934 ●

NUMBER 2

THIRD STREET DIVISION

*Three Time
Champions*



1931



1932



1933



Third Street
Division, under
the able direction

of Superintendent W. S. Jenkins, has won the Safety League Trophy for the last three years with no serious competition. Their safety record is a fine example of co-operative daily effort, with all men working together with one thought foremost— *SAFETY FIRST.*

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF
MARKET STREET RAILWAY COMPANY

58 SUTTER STREET



SAN FRANCISCO

TELEPHONE SUTTER 3200

VOL. 13

FEBRUARY, 1934

NO. 2

Third Street Division Win 1933 Trophy League Cup

Three years in a row at the top of the Safety League. That is the record that Third Street Division has made. They now have possession of the 1931, 1932 and 1933 trophies for the best standing made of the Divisions in non-accident activities for those years. (Witness the picture on opposite page as symbolic of that achievement by the division.)

Under the able direction of Superintendent W. S. Jenkins, the motormen of Third Street have come through the traffic, leaders for three years, and built up an enviable record of car-hours without an accident. The conductors, also, have cooperated in a spirit of watchfulness and care toward passengers, and further reduced the chargeable accidents, thereby helping the division to attain their three-year record.

Not satisfied with a permanent award of three silver trophy cups, as already stated, Third Street has started the year 1934 with another new high mark for January, during which they traveled 2,015 car hours per accident. And this month they are in possession of the 1934 Cup—(Picture on cover).

We are all justly proud of Third Street Division's motormen and conductors, office clerks and superintendent alike, and wish them well for future records. Could Third Street's lucky number possibly be three?

The Profit-Sharing Plan as Our President Sees It

Now that the employees of the Market Street Railway Company voted in favor of the agreement between the Association and Company, they become partners in the profits and should exert their best efforts and exercise their best judgment towards making this agreement produce profits. The public likes you and is going to like you men more because, for your own sake, more than ever, you are going to do those things which the public approves. With the public back of you, fair dealing is assured. Fair and square dealing is all we want and if we be accorded just that we are going to enjoy more prosperity than any of us anticipate.

Times give promise of becoming better and if business generally continues to improve, we are, in time, going to operate on a sounder basis than ever before. As our operating results improve under this agreement, you are bound to share in improved earnings and the more you make the better I will like it.

(Signed) SAMUEL KAHN

Remittance Record

JANUARY, 1934

Division	January	December	Rank in Dec.
Sutro	15	22	1
Fillmore	39	78	4
McAllister	44	50	2
Mason & Washington	55	80	5
Valencia	69	59	3
Oak & Broderick	95	100	6
Twenty-fourth	139	132	7
Third	142	159	9
Geneva	149	158	8
All Lines	88	96	

Sutro Sets New Low

Sutro comes forth with another new low for remittance errors. Fifty-five conductors were able to make perfect records for the month and bring another new record home. Only nineteen men had one error each, which also is a remarkable showing.

And look at Turk and Fillmore. They have come up from the dumps and made second place. This position has long been claimed by the McAllister men, but with new hope, Turk and Fillmore may even make first place. Twenty-eighth and Castro went from third to fifth place for no particular reason.

Profit-Sharing Plan Helps Everybody but Needs Everybody's Cooperation for Success

By Conductor George G. Sawyer

President Market Street Railway Employees Cooperative Association

The Profit-Sharing Agreement, which was entered into between the Market Street Railway Company and the Market Street Railway Employees Cooperative Association, and voted on by the employees of the Company on January 16, 1934, has been signed by both parties and is now in effect as of January 1, 1934. The profit-sharing plan carried by a vote of two to one among the entire membership and by a vote of three to two among the platform men. Not only was it gratifying to know that all employees had a voice in its adoption, but to know that each one did his own thinking on the subject. There was some opposition, of course, which had no foundation, but now that the profit-sharing plan is in effect we will agree that it is up to all of us to produce just as much profit as we can, and to that end will be required the unqualified cooperation of every employee on the company's payroll.

There are numerous ways in which this may be done, but a very important one is by an increase in the revenue to be obtained by more people riding on our cars. To make this a fact and not merely a statement it will be necessary that all platform men give intending passengers more than an even break; this is particularly true on Market Street where we have competition from the outside tracks. Courtesy on the part of both conductors and motormen will promote better friendship and good will. Remember, every time that we perform an act of courtesy toward some one it will make us a friend, that friend will pass the good word along, and before very long we will have gained the good will and friendship of the large traveling public. That good will and friendship will be an important factor in an increase of revenue and a fair distribution of the net profits earned by both the company and employees as set forth in our agreement. Now, isn't it up to all of us to help make that share of the profits earned as large as possible?

A decrease in the number of accidents is another important point in the matter of increased revenue by lessening accident costs and thus helping to bring about a larger share in the profits to be made. The motormen can further make a better showing by a saving in power consumption. This all helps in reducing the cost sheet.

The Elkton Shops, Car House Shopmen and Cable Machinery Department, by their earnest efforts toward keeping the cars and equipment in the best of operating condition, which will promote good service and produce more profits.

The Engineering Department crews have their part in this program by performing their work in a manner that will make it unnecessary to go over any job once it has been completed.

The Office Personnel are in an excellent position to render good service to the general public by maintaining a high public relations standard in their direct contact with the public. Courtesy and friendliness in handling the public they meet and a cheerful rendering of service will make more

friends for our company.

The Overhead Lines Department who are out on the system every day looking after the Company's property can promote good will by making all necessary repairs as quickly as possible to eliminate any undue delays to the service.

The Motive Power Department by being on the job every minute when interruptions do occur will render the best service possible in maintaining good car operation.

The Inspectors, by being alert from the time they get on the job, seeing that service is good and that headways are not too long in case of a tieup, will avoid complaints and keep operating schedules on time.

With everyone working together in a spirit of whole-hearted cooperation, the best results will be obtained, and we will be rewarded for our efforts in rendering a high standard of service by an additional pay check from the company, which we will receive quarterly. Now, let's go, for a bigger and better year of achievement for the company and for ourselves.

Remember, too, that the Association members are striving at all times for better relations between the employees and management, and any suggestions for improvement and betterment of the service and of working conditions should be taken up with your respective governors.

Yours for success of the profit-sharing plan to make our revenue grow, and to make everybody happy.

Market Street Railway Company Employee Investment Association

Statement of Receipts and Disbursements for January, 1934

RECEIPTS

Balance on hand December 31, 1933		\$50,006.92
Commercial Account	\$15,300.46	
Savings Account	34,706.46	
Received from Subscribers during January	\$ 5,090.00	
Company's 20% contribution on December collections	1,149.50	
Bond Interest Coupons collected	725.66	
Savings Account Interest	790.39	
Proceeds from Sales of Securities	33,618.45	41,374.00
Total		\$ 91,380.92

DISBURSEMENTS

Subscriptions refunded—principal	410.00	
Subscriptions refunded—interest	28.59	
Premium on Trustees Fidelity Bond	60.00	
Check Tax	22.06	520.65
Balance on hand January 31, 1934 ..		\$ 90,860.27
Commercial Account	\$ 13,363.42	
Savings Account	77,496.85	

SECURITIES OWNED AS OF JANUARY 31, 1934

STOCKS

700 shares Market Street Railway Company Prior Preference Stock.
Number of Subscribers 1180

Emergency Repair to Broken Shaft that gives Promise of being Permanent

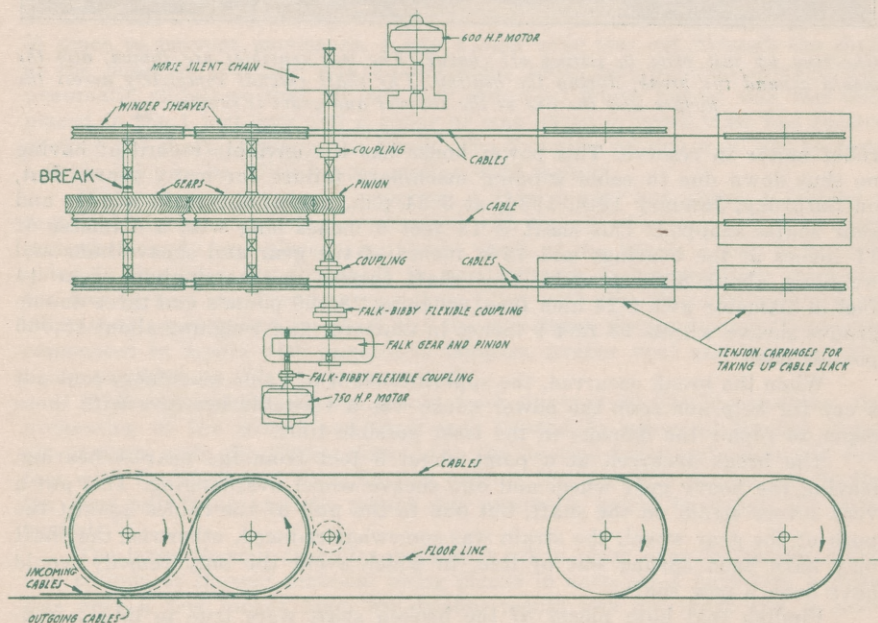
W. B. Farlow, Chief Draftsman,
Market Street Railway Company, San Francisco, California



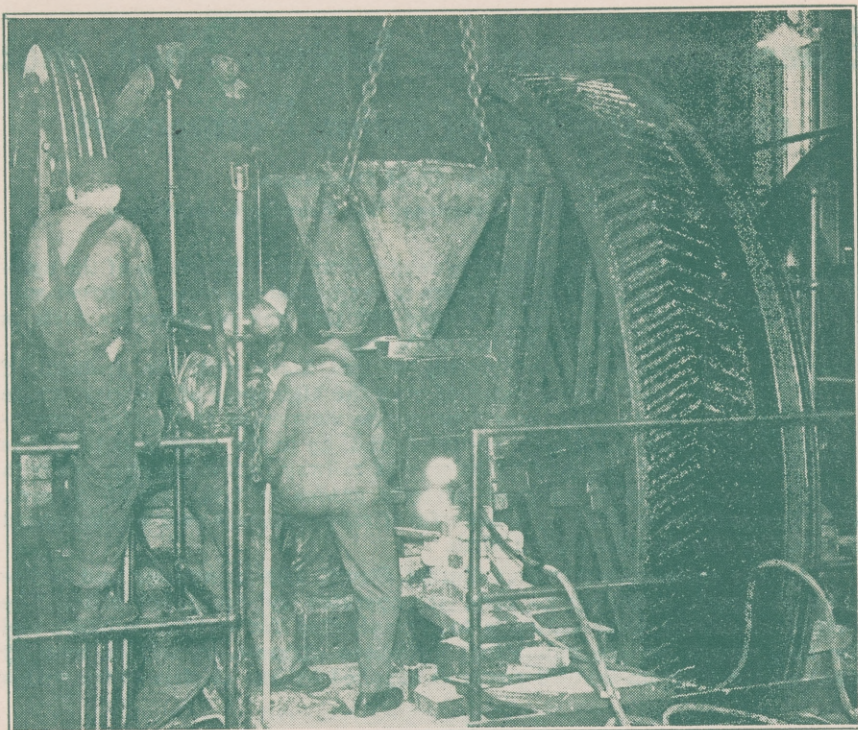
So that those who read this article will not be of the opinion that San Francisco is far behind the times in street railway methods, it is only fair that you be given the facts as to why we still use cable cars.

Due to topography we are faced with the problem of transporting passengers to the high spots of the city, where due to the marvelous marine view many of the fine residential sections are located, and, up to the present nothing has been devised in the way of railway equipment that can with safety replace the cable car and navigate grades as high as 19.5 percent. With this problem to meet, it is doubtful if cable cars will ever be abandoned in this, the city that gave them birth.

All the cable lines north of Market Street, five in number and twelve miles in length, operating 26 cars, are operated by one power house. The method of driving these cables is too complicated for word description and for that reason we are publishing a skeleton diagram. It will be seen by studying the diagram that all power is supplied by one electric motor with a



PLAN AND ELEVATION
OF CABLE WINDING MACHINERY



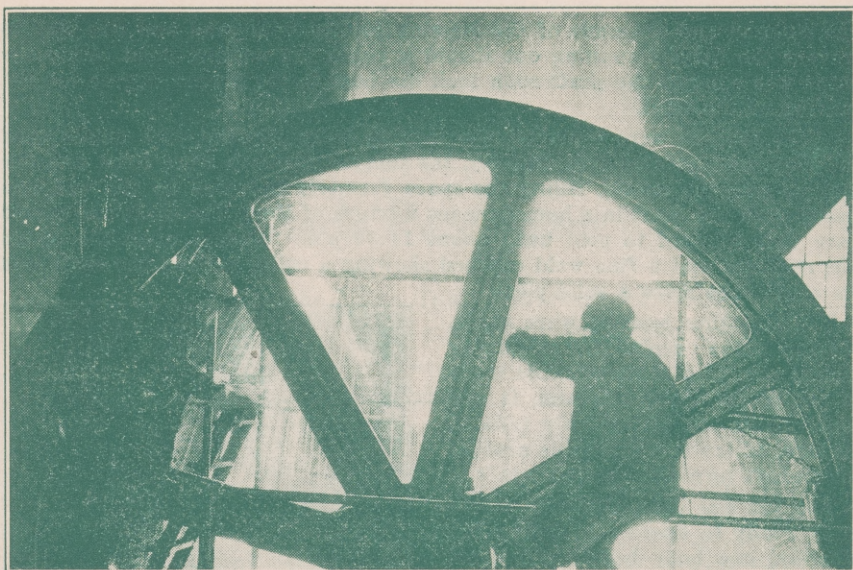
Checking up just prior to setting off charge. The two crucibles are shown, also the mould around the break, during the heating. The shaft extends completely across the picture and the size of the sheaves and gears is shown.

relief motor in reserve. This power house has the enviable record of having no shut down due to cable winding machinery failure for many years. But, on Saturday, January 13th, 1934, at 3:34 p.m. one of the main winder and gear shafts snapped. This shaft is 18 feet 6 inches long with a diameter of 11 inches at the bearings and $12\frac{1}{2}$ inches at the gear and sheave hubs and weighing about 8000 pounds. This shaft carries one herringbone gear 14 feet in diameter with a 24 inch face, weighing 28,100 pounds and three double groove sheave wheels 13 feet 9 inches in diameter and weighing about 16,000 pounds each.

When the break occurred, the superintendent of cable machinery sent out a cry for help and soon the power house was a veritable bee hive with those eager to repair the damage in the least possible time.

The break occurred at a point about 3 feet from the nearest bearing, leaving the heavy gear wheel and one sheave wheel overhanging. This put a very severe strain on the shaft, but due to the pull of the cables against the push of the gear wheel, the strain was somewhat reduced, otherwise the shaft may have been sprung out of line, in which event the only remedy would have been a new shaft.

Finding that both pieces of the broken shaft were true to line, a conference was held with the Metal and Thermit representatives as to the feasibility of a satisfactory thermit weld; the reply being in the affirmative they were authorized to proceed with the work at once.



Discharging into mould, the pins have just been knocked from the base of crucibles. Fireworks predominated this scene.

The difficult task of getting equipment and materials together at night was started, and in a short time the job was under way. The ends of the shaft at the break were accurately brought to line and after being securely blocked in place to prevent movement, a gap 1 inch wide was cut through the shaft at the point of fracture with an acetylene torch and the cuts dressed with pneumatic chisels so that all slag was removed. Warm plastic wax was then placed in the 1 inch gap and a collar of wax about 5 inches wide was formed around the shaft covering the break. The function of this wax was to form a space later to be filled by the molten weld metal.

While this work was in progress, a steel mould box about 4 feet by 4 feet by 18 inches was being constructed with the aid of an oxy-acetylene torch and when ready was placed around the shaft at the break, a hole being provided in the sides for the shaft to pass through and a platform made for the box to rest on. This box was then filled with fire clay and mould sand, completely surrounding the shaft and the wax form, the sand being thoroughly compacted in layers with pneumatic tampers, proper vent and heating holes being provided as this work proceeded.

At the completion of this mould work about 8:30 Sunday morning, the preheating of the mould and shaft was started by using oil torches under air pressure with the flames directed in the heating holes and coming in contact with the shaft and wax. By this process the wax was burned out during the first half hour and the mould was gradually baked hard and the shaft heated.

The large thermit crucibles were next set in place over the mould, about 200 pounds of thermit material being placed in each. As a babbitted bearing was only a few inches from the heated mould and hot shaft end, a small stream of water was kept flowing on the bearing to prevent melting. After several hours of heating it was noticed that the shaft in the mould did not become properly heated due to the cooling effect of the water. The water

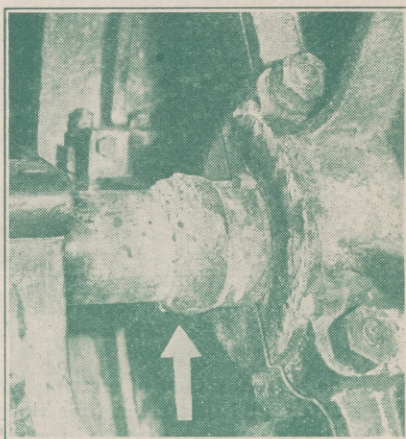
was stopped and the ends of the bearing packed with sand and fire clay to prevent the babbitt running out should it reach the melting point. After the water was stopped the shaft soon took the heat to the proper degree for the pouring of the steel.

The torches were removed, the heating holes plugged with mould sand and clay, and at 4:00 p.m. Sunday, the thermit portions were fired and discharged into the mould, filling the space formerly occupied by the wax and fusing with the shaft in a homogeneous mixture of steel. The shaft and mould were then allowed to cool until about 11:30 p.m. Sunday, when the mould was removed and a fine weld exposed showing a collar around the shaft and the shaft once more a solid piece.

The finishing touches were made, bearing caps replaced, machinery turned over and measurements made to see if the shaft was true. It was found to be out of line only $1/64$ of an inch, which is a negligible amount for a shaft turning only 20 r.p.m.'s.

The job was completed and machinery ready to operate at 4:30 a.m., Monday, one hour before the usual starting time and thirty-seven hours after the shaft broke, a repair that is considered remarkable for a break of this kind.

All material and equipment except the crucibles and thermit metal used for this repair, as well as all labor, were furnished by our company, and not a man left the job until it was completed.



Arrow points to finished weld. The shaft is ready for service.

Commendation is here given to W. E. Thomas, Superintendent of Cable Machinery, and W. D. Chamberlin, Principal Assistant Engineer of the Maintenance of Way and Construction Department, who stayed with the job from beginning to end without even the proverbial forty winks.

Commendations

	28th	Geneva	McAll.	O&B	Sutro	24th	T&F	Third	W&M	Total
January	8	4	3	3	3	3	1	0	0	25
December	3	2	0	1	1	4	4	1	1	17
Total to date, 1934	8	4	3	3	3	3	1	0	0	25

GOOD INCREASE

Commendations took a nice increase for the month of January over December, and they seem to be well scattered among the men. Twenty-eighth Street had more than any other division. As a whole, all divisions made a fine showing.

Traffic Safety can be Made Permanent

Quoted from the Down Town Association Bulletin:

Municipal Judge O'Brien, presiding in the traffic court, has emphatically reiterated that he is not conducting a periodic safety campaign, but is determined to stamp out speeding and reckless driving in San Francisco if it can be done by law enforcement.

"Some motorists," he said, "seem to think that to disobey the traffic signals is only a slight violation of the law, but in my opinion, it is one of the chief causes of accident. Endeavoring to minimize such accidents, I want to have it understood that this is not a sporadic effort to enforce the law. It is only the natural and orderly administration of justice. By suspending drivers' licenses for long periods instead of giving jail sentences I think I can do more to promote law obedience, and I am going to do that."

It may be added that Judge O'Brien has about two months more in which to make good his highly laudable declaration of intention.

We might state that Judge Steiger started this campaign of reducing traffic accidents by more strict law enforcement during the last three months of 1933 and Judge O'Brien is carrying through the same program with more emphasis.

MOTORMEN should heed this warning and watch their car operation at all times, especially at intersections, arterials, traffic signals, and all safety signs. You are not exempt from the law enforcement by a court and if you would stay out of the clutches of the law. OBEY THAT LAW.

INSIDE TRACK



Address all communications to the Editor,
Room 707, Holbrook Building, San Francisco.

This information is not issued in connection
with any sale or offer for sale or offer to buy
any security.

EARL G. RYAN, Editor
W. B. FARLOW, Art Editor
J. H. MENTZ, Official Photographer

SAN FRANCISCO, CALIFORNIA
FEBRUARY, 1934

Suggestions in Effect Since Last Issue

Our Suggestion year, beginning December 1st, started off with five new suggestions adopted. These were printed last month. Here we have two new suggestions for the month of January as follows:

No. 4152—Miss Rose Mays, Stenographer, Service Department. Poster—"See baby lions and tigers at Zoo. No. 12 line".

No. 4151—H. G. Wilson, Inspector, Ferry Terminal. Poster — "Employees are partners in this business under profit sharing."

Both of the above employees have received their checks for \$5.00 for their suggestion adopted.

SCIOT'S DRILL TEAM

According to the program and entertainment committee the Sciot's Drill Team will put on an interesting feature during the Employee Party, February 21st. The team captain, W. Earl Messenger, is bringing 27 men, in uniform, and promises to put on an exhibit second to none in San Francisco. Be there and see for yourself.

TRANSFERS - - - TRANSFERS FIFTY-THREE VARIETIES

That is what a transfer collector found in his collection while looking them over a few days ago. These were dated 1906, 1907, and 1908 and there was a transfer for each line. Albers S. Johnson, as a boy, took up transfer collecting and while San Francisco was passing through one of her most historic periods, these transfers were being accumulated for future entertainment and amusement. Johnson was able to find fifty-three varieties and he is not sure that he got all of them at that. Each transfer, faded with age, showed the line it belonged to, had a place to punch the hour, direction (out or inbound), and list of transfer points where it could be used.

We found the collection very interesting as compared to the eleven transfers now in use for all the same lines.

THE PROD

Give me an enemy; keep your friend,
For friendship's a nebulous thing;
But an enemy stays to the bitter end,
Seeking a place to sting.
Friends are innocuous at their best,
Never an "if" or "but";
Praising you, keeping you from the test,
Forcing you into a rut.
Enemies prove that you're worth your while—
Worthy of someone's steel;
Goading you on with a sneering smile,
Making you think—and feel!
Enemies drive you to do your best,
Teaching you how to fend—
Give me an enemy, three-fold blest,
And you may keep your friend.

—Betty Brainerd.

Can you secure any ads for our Special Association Program? Get in touch with George G. Sawyer at Sutro Division. They will help pay expenses and will help the advertiser. Let's go.

Letters of Gratitude

January 16, 1934

Editor, Inside Track,
Holbrook Building,
San Francisco.

Re: Curtin, Daniel J.
28th Street,
Badge No. 1889

Dear Sir:

Mr. D. J. Curtin and family are especially indebted to the Market Street Railway Company for their encouragement, assistance, and personal attention.

We extend our sincere thanks and appreciation to Miss Kyne of the Medical Department, and Mr. R. S. Cleaveland, Superintendent, 28th Street Car Barn, and all who have by their cooperation and assistance, made possible my recovery, as I was quite ill during the past two years.

Sincerely yours,
Mr. and Mrs. D. J. Curtin,
2331A Bryant Street,
San Francisco.

San Francisco, California

February 1, 1934

Editor, The Inside Track,
Market Street Railway Company,
58 Sutter Street,
San Francisco, California.

Dear Sir:

I am writing to ask the privilege of expressing, through the medium of the Inside Track, my gratitude for the kindness shown me recently at the time of the death of my husband, Inspector John Hollensteiner.

So many friends of Mr. Hollensteiner, employees of your Company, were so helpful, thoughtful and considerate in our hours of sorrow, I fear that I am unable to thank each one individually, so, I therefore offer this letter to assure you all of my appreciation.

Sincerely
Mrs. M. Hollensteiner

February 2, 1934

Mr. R. S. Cleaveland,
Supt. 28th Street Division.
Dear Sir:

In behalf of the Geneva Avenue Athletic Club, we all wish in this way to thank you for your wonderful cooperation and donation to make our last Smoker a real success. The talent and fighters you and your division so kindly donated to us and the donation will never be forgotten by this Club and if in some way in the future we can cooperate in any way with your division, I know by our always friendly and neighborly spirit you will not hesitate to do so and we will do all in our power to assist.

Again thanking you and all the members of your division for your cooperation and cash donation, we want to always remain, Neighbors, Real Friends, and Fellow Workers.

A. E. FRANCIS
Division Superintendent and
the Committee of The Geneva Athletic Club.

NOVELTY NUMBER

The Misses Jenkins, charming and talented daughters of Superintendent and Mrs. W. S. Jenkins, will be on hand to render a special novelty number during an intermission at the M.S.R.E.C.A. Dance Party, February 21st. There will be something doing every minute. Don't miss it.

A hearty welcome is extended to the following new conductors and motormen who have recently joined the ranks of the Market Street Railway family at McAllister Division. May this new association be a happy and long-lived one.

Motormen:	Conductors:
DuBose, T. H.	McGuire, John
Gillette, J. T.	Kaplan, Ben
Fedorkin, M. S.	Klein, F. F.
Stelzriede, E. W.	Carr, V. G.
Melikean, Geo.	Stern, W. J.
Parrell, Fred	
Hayton, R. J.	
Schulman, Edw.	
Stephenson, J. R.	
Hardin, W. H.	

M.S.R.E.C.A. Entertainment and Dance



Beverly Dutton



Jo Ann Foehr and Frank Lawler

They dance and entertain while you look on and enjoy yourselves. These talented children are only three of the many you will see at the employees' first annual dance and party at California Hall, Wednesday, February 21, 1934. Come and bring your friends.

Beverly, talented daughter of Mr. and Mrs. R. T. Dutton, and Jo Ann, daughter of Mr. and Mrs. George Foehr, are children of employee members of the Association. Dutton is a conductor at Sutro and Foehr a conductor at Geneva.

All of these children are students of Miss Ann Hoffman Dancing School, who is donating thirty-two numbers of entertainment.

A good time for you and your friends is promised at our Dance-Party, February 21, 1934. Bring your best bib and tucker and a big smile.

San Francisco's building records for last year showed permits were issued for an aggregate of \$56,448,-751 worth of structures, compared with \$16,427,915 in the preceding twelvemonth.

Relative to the Government purchasing newly-mined gold, it may be worth noting that last year the San Francisco mint bought a quantity at prices ranging from \$34.01 to \$26.06 per ounce.

Who's Who Among Probationers

MOTORMEN



On January 24, eight probation motormen and four probation gripmen passed their final examination.

G. H. Cleaveland, of Turk and Fillmore, holds top place over his several competitors.

Complete list below; 100 percenters in heavy type:

TURK & FILLMORE

Cleaveland, G. H.
Logasa, L. M.
Engle, H. R.
England, A. E.
Hastings, R. W.
Marlow, V. A.

McALLISTER

DuBose, T. H.
Gillette, J. T.

WASHINGTON & MASON

Drouin, D. L.
Hernandez, I. M.
Wise, J. B.
Giannini, C. R.

STANDING BY DIVISIONS

Turk and Fillmore	100%
Washington and Mason	99.5%
McAllister	97.1%
General Average	98.9%

1 1 1

CONDUCTORS

A class of 14 conductors took and successfully passed their probation examination on January 24. This is the first class of this kind we have had since October 1931.

Although there were no 100% scores made, G. P. LeBrun of Geneva Division, wins top place with 99.7%.



Complete List Below

GENEVA

Le Brun, G. P.
Kuchac, J.
Le Beau, L. J.
Combs, Stanley
Montgomery, H. M.

TURK & FILLMORE

Beall, C. E.
King, T. G.
Krausgrill, Walter
Bernstein, J. A.
Mottesheard, W. H.

WASHINGTON & MASON

Nilson, Emil
Pucheu, John

24th & UTAH

Wetteland, K. F.

McALLISTER

McGuire, John

1 1 1

STANDING BY DIVISIONS

Turk-Fillmore	97.9%
Geneva	97.5%
24th-Utah	96.7%
McAllister	95.8%
Washington-Mason	94.4%
General Average	96.5%

Department Doings

Byllesby's Busy Bees

For General Office Employees

Edited by Miss RUBY SCHAAR



THE SET OF A SAIL

One ship sails east and one sails west
By the self-same wind that blows;
It's the set of the sail and not the gale
That determines the way it goes.
Like the winds of the sea are the ways of fate,
As we journey along through life;
It's the set of the soul that determines the goal,
And not the stress nor the strife.

—Selected.

DANCE! — DANCE! — DANCE!

Get the listerine bottle out and check the halitosis; have your corns and bunions attended to; take your Sunday best duds out of the mothballs; shine up the old derby and get prepared for a romping good time at the Company dance on the 21st of February.

As this dance is the first of its kind for quite a long while, and with the committees taking so much pains to make everybody happy and all, it seems to me that everyone should get behind this project by trying to get ahead of his fellow employees in the sale of dance tickets. Remember, there's a reward for the person selling the most tickets. I'll be seein' ya.

The smoker held at the Geneva car house on the evening of January 24 was quite a success from all hearsay.

The men of the General Offices wish to thank the Geneva Division for the gracious invitation and the pleasant evening afforded them.

What in the world would we do without the dictionary? Someone told us that Eleanor Williams and Bessie Ogilvie were looking up the word "colic" because Bessie thought the word meant stomach ache and Eleanor thought it meant a pain in the neck.

What two young ladies answer this description?

Although one is blonde and the other a brunette they are as alike as two peas and look snug as bugs in their pretty fur coats these cold, cold mornings.

You've guessed it, they're Priscilla and Lucille Walters, who step off lightly at the sixth floor and brighten the legal atmosphere in the Law Department.

We are still wondering how come R. H. and E. K. both happened to have those heavy colds at the same time that week in January.

And their desks are far apart too, which only adds to the mystery.

Oh Yeah!

Salesman: "Don't you want the office furnishings insured?"

J. Adams: "Yes, all except the clocks. Everybody watches them!"

On January 17th, George Allan, of the Transportation Department, attended the Mutual Business Club luncheon at the Palace Hotel. As it is the custom at these luncheons for everyone to introduce himself and the company he is representing, George stood up when it came his turn and proudly introduced himself as "George Allan, recently elected junior partner in the Market Street Railway Company". (This inside dope was given to me by someone present, therefore, in the know.)

Incidentally, we all are pretty proud of our new appellation and thank Mr. Samuel Kahn, President, the Executives of the Company and the Executives of the M.S.R.E.C.A. for making this possible. Now it is really up to us to help please the general public through thoughtfulness and courtesy, for after all the more people who are happy to ride on our street cars, the more benefits there are for you and me. Am I not right?

You are not the only proud one, Mr. Allan.

And have you seen our new mailman? Harold Sloat, tall, blonde, good looking and twenty-five. Something tells me that some of the more tender feminine hearts would be fluttering if only someone hadn't told them that he had a gal friend already and quite a nice one at that.

Of course, we shall like him but he can't take Herman Warnke's place altogether with us 'cause we have had a big spot in our hearts for Herman for quite some time now. In fact, it seems that Herman grew up here, blossomed into manhood, (a-hem) being married and prosperous looking.

We can say this for him now, he's been places!

As a result of the East-West football game on New Year's Day, a check for \$10,000 has been turned over to the Shriners' Hospital for Crippled Children, bringing to \$280,000 the net total realized from the nine annual contests.



The smiling cherub shown above is William M. Cannon, son of Kingsley Cannon, of the Law Department. This young man will have only one candle on his birthday cake on the date of February 21st.

Is he going to be a future heart-breaker, or is he?

What caused the bright smiles and mischievous glances of Fred Will and Earl Ryan on January 17th after returning from the Exchange Club luncheon, and why was there only one lady present at this affair, who was, by the way, an entertainer?

The program must have been a most interesting one besides the above for Speaker J. H. Handlon, Claim Agent, gave a talk entitled "Reminiscences of a Street Railway Claim Agent" and L. J. ("Pee Wee") Le-Beau, Conductor, Geneva Division, rope artist de luxe, gave an unequalled performance. The trained German police dog "Major," whose master is Ed. Parker, Conductor, 28th Street Division, was also part of the entertainment. Major's antics are well remembered by those who have seen him elsewhere.

Am I jealous of the lady or just suspicious?

When Eulalie McVicar wears her pret'y bright green dress and hat, the queries begin immediately: "Goin' some place, Eula," or "What's doin'," and "Can we come too?"

All these confuse the popular little gal that is always goin' somewhere.

✓ ✓ ✓

Lo! 'tis said that the office force of the Money Room are preparing to put on a grand opera (pronounced uproar) in the very near future, the title of which is to be decided upon later.

"Caruso" DeHart and Ellen "Mary Garden" Schenck are to have the principal roles and everything will be stupendous if all reports are correct.

Please give us the date of this impending event so that we may arrange to be as far away as possible.

✓ ✓ ✓

It has just come to my attention that Ray Moyle's attitude of being a woman-hater was just a pose, a sort of smoke screen, as it were, to offset any suspicions of the real Ray who might have little tendrils of interest in the gentler sex.

That shows how vulnerable I am for he really had me believing it.

✓ ✓ ✓

Will the young lady of the Claims Department who promised to give a fan dance on the night of our dance stand up and take a bow?

As this number will be only one of the big attractions which the entertainment committee has arranged for your enjoyment, you had better see Earl Swenson right away for front-row seats.

✓ ✓ ✓

Home cooking seems to have agreed with Billy Kenny, he's getting that broad.

We better keep this a secret between you and me and the gatepost because I know it would flatter Helen Tuttle too much if she knew that certain gentlemen were referring to her as the "little" Helen. And I had just convinced her that she had better start dieting, too.

✓ ✓ ✓

Did you know that Ivor "Osculating" Jones never takes home the Inside Track? Wouldn't it be mean to send one anyway, by mail?

✓ ✓ ✓

A Few Things I'm Trying To Find Out

Whom they refer to as "Bald Eagle." Or as "Sweetheart Soap."

How husbands and wives can work together and still be the best of pals.

How the towel man figures two pieces of soap should last six people seven days.

Why Fred Will put on his glasses to answer the telephone.

✓ ✓ ✓

SPEAKING OF GLASSES

One sunny Sunday afternoon not long ago, Fred Will was energetically spading his garden when he noticed that his glasses were mysteriously missing from his pocket. He searched the house completely without success and finally came to the conclusion that he must have planted them and this was the beginning of another search, this time of the garden.

We suggest he give up (this is still going on) and leave the glasses there and who knows but what the coming spring might bring a cunning little row of pansy faces already equipped with spectacles but as there was only one Burbank, it wouldn't do to have too great expectations, would it?

✓ ✓ ✓

The cautious seldom err.

—Confucius.

J. E. McDevitt, Chairman of Finance Committee, wants to know where you keep your extra change? He'll sell you some tickets for the Association Dance-Party, February 21, 1934.

Superintendent of Equipment Department

By Miss JEANNETTE BERRYMAN



It is with a great deal of pleasure that I can inform our readers that Mr. Delaney is well enough to leave the hospital. Within a few days he intends to go to his home in Santa Cruz and remain there for several weeks. Mr. Delaney has made a wonderful come-back. Why, he has recovered so quickly that we can't believe he was sick. Here's hoping that his health will be the best from now on.

~ ~ ~

On the 21st of February the Market Street Railway Employees Co-operative Association is giving a dance, and those in charge are making every effort to make this dance a wonderful success. The evening will start with an entertainment, then the dance, with good snappy music; also, there will be refreshments, both kinds; and each committee is well supplied with members who will be in attendance to see that you have a good time. Help make this evening a success by being there, bringing your family, also your friends, and I know when the clock strikes twelve you will all say it was a wonderful night.

~ ~ ~

Mr. Brestrom was telling me the other day that after two months in bed in a cast, his wife is able to again be on her feet, and we sincerely hope that before long she will be able to resume her duties as housewife in her home at San Mateo.

~ ~ ~

Palestine, with its total population of 1,000,000, has but 150,000 Jews.

Mr. Charles F. Robinson, who has been associated with the Market Street Railway and its predecessors since 1882, passed away on January 24, 1934, having quietly passed in his sleep. Mr. Robinson was Assistant Foreman of the Machine Shop, and was, so far as we know, in good health, having worked all day on Tuesday, the day before he died. Mr. Robinson had a host of friends among his fellow employees, and will certainly be missed. To his wife and two sons we extend our sincere sympathy, and we mourn with them, for we have lost a true and valued friend, and a faithful worker.

We extend to Mr. E. Harris, Helper in the Car Building Department, our sincere sympathy in the loss of his wife. Mrs. Harris, we know, has been ill for quite a long while, but her passing leaves a void in the life of her husband which only time and the kindness of his friends can heal.

~ ~ ~

We just received word this morning that Mr. Madden's daughter, Mrs. Ruth Walker, passed away from pneumonia. We know this is a very great shock to Mr. Madden, who has been ill for quite some time, and we certainly sympathize with him.

~ ~ ~

To Mr. Tweed of our Paint Shop and Mr. Coleman, Register Repairman, we also extend our sympathy in the loss of their sisters.

• As Others See Us •

Motorman Charles B. Cain is Praised by President Kahn for Voluntary Help While Off Duty.

January 26, 1934.



Mr. Charles B. Cain, Badge No. 1882,
28th Street Division:
My dear Mr. Cain:

I am advised by Mr. Handlon that you assisted in obtaining the names and addresses of a number of injured persons and witnesses to the accident which happened on January 18th, even though you were not on duty at that time.

This is a fine example of real cooperation and I take pleasure in personally thanking you for your efforts.

Very truly yours,
(Sig.) SAMUEL KAHN, President.

Conductor Hyman Klezner is Commended and Thanked by President Kahn For Securing Witnesses To Another's Accident He Saw.

January 26, 1934.

Mr. Hyman Klezner, Conductor,
24th and Utah Division.
My dear Mr. Klezner:

Mr. Handlon told me of the splendid cooperation which you voluntarily accorded in securing witnesses to an accident which occurred on January 11th.

It is very gratifying to get this information and on behalf of the management I wish to thank you.



Very truly yours,
(Sig.) SAMUEL KAHN, President.

Conductor W. W. Reinhardt Is "Courteous and Genial" To All Alike. Passengers Appreciate This



My Dear Mr. Kahn:

May I commend to your attention the excellent service of one of your platform men?

I was a passenger on a No. 9 car, east on Market passing Seventh Street, at about 5:40 p.m. Friday evening, car No. 1573, conductor No. 1811.

I stood on the back platform and had occasion to observe the conduct of this employee. At the street intersection one passenger, an elderly gentleman, was about to alight from the car in front of an oncoming car on the parallel track. The conductor very quickly warned him and was prepared to stop his car. His alertness doubtless prevented what might have been a serious accident.

This conductor was particularly observant as well as courteous and genial in his attitude toward passengers. Such employees make it a pleasure to contact public utilities, and it is a privilege to bring the matter to your attention.

Very truly yours,
S. F. RECREATION COMMISSION,
Josephine D. Randall, Supt.,
(Signed) W. L. McElvaney,
Supervisor, Supplies and Equipment.

Conductors T. G. King and W. F. Johnson Are Commended For Their Watchfulness and Courtesy



Dear Sir:

I have another report of a good conductor on Run No. 11 of the Fillmore line. I had transferred from Car No. 26 to the Fillmore Line at twenty minutes to twelve, going out towards Geary, to see my daughter. I want to say this conductor looked out to see if all his passengers were on his car. There was a little girl about ten or eleven years old who got on the same car at 16th and Guerrero streets. The conductor



deserves credit for seeing that she boarded car safely.

There are some very nice gentlemen on that line from what I see when boarding the cars. I will appreciate, indeed, to hear about this conductor getting a recommendation for his good act. Also, I do appreciate the Inside Track magazine you sent me with the two good conductors' names in it. I presume they know all about their good reports concerning helpfulness to patrons.

Another good conductor on the same line has run seventeen and his badge number is 509. A lady on the car asked him concerning an address on Connecticut Street. He did all he could to tell her and was so kind to her. This was about half-past five at 18th and Connecticut Streets. She thanked him very much for his kindness.

Well, I guess I have said enough about these two conductors on the Fillmore line.

Very truly yours,
MRS. C. ALLEN,
210 Sadowa Street.

Motorman Harry Burns and Conductor J. F. Cummins Help This Passenger Catch His Boat. He Says "Thank You"



Dear Mr. Kahn:

Two of your men recently gave me a little extra service so pleasantly I made a note of their numbers. They were Motorman 1203 and Conductor 1059, on a Number 21 car.

I inquired of the conductor what time his car was due at the Ferry Building and learned that it was scheduled to arrive just as a boat I wanted to catch was due to leave. I asked him if he could speed up a little, and he said it was possible but that it might be well to speak to the motorman.

Therefore I inquired of the motorman whether he could save a minute on the balance of his run without breaking any of the Company's rules and he replied to the effect that the management is inclined to be liberal in allowing employees to be obliging to patrons whenever it is possible, and he would see what he could do. I caught the boat. Thank you.



Yours very truly,
H. S. DENNETT,
California Commodity Exchange, Ltd.,
Merchants Exchange Building.



Motorman M. Boschetti Commended for Safe Operation

Mr. R. L. Head, 535 36th Avenue, telephoned commending motorman No. 546, run 8, of the Fillmore Street line, No. 22, for his quick action in applying the brakes and bringing his car to a stop when a truck passed directly in front of the car, thus narrowly averting a very bad accident.

Commercial Department.

Conductor F. Z. Betts and Motorman J. Hutchinson Look Out For Passengers "Welfare and Comfort"



Gentlemen:

I ride quite often on the No. 7 line and have found Conductor No. 799 and his motorman unusually attentive to the welfare, comfort and speedy transportation of the patrons of your company.

These lines are written in commendation of these two men after much observation of their kindly and thoughtful acts.

Sincerely,
B. C. BORTELS,
Corte Madera, California.



Teamwork—That Is How Conductor F. A. Offen and Motorman Max Hartman Operate Their Car



Gentlemen:

I wish to take this opportunity to call to your attention the fine service rendered by one of your conductors on the number 5 line, whose badge is 1023.

This morning at Fifth and Market streets while running through the crowd trying to make this car, the signals turned and the car started to go, but the conductor seeing me running to make his car rang the bell and the car

was instantly stopped by the motorman. Also as we proceeded down Market Street, the conductor called out each street and important building in a clear and distinct voice. I believe that this announcement of streets and buildings enables people to know the streets and buildings in our city whether they be residents or visitors.

I believe the motorman should also be commended for his cooperation along with the conductor. I say this because the two make a very fine team indeed as shown by their cooperation in the following. As the car neared the Emporium the fire department came down Market Street going toward the Ferry and as often as the conductor pulled the bell to either go ahead or stop, the motorman did so instantly without causing the car to jerk or upset its passengers.

Again may these two be commended. I did not secure the motorman's badge number, but the number on his front window was 1.

Yours very truly,
D. THOMPSON,
111 Sutter Street.



Conductor A. Gold Returns Purse To Grateful Passenger



Gentlemen:

I wish to write complimenting the honesty of your conductor No. 633 on No. 20 car.

On Sunday, December 24, I laid my purse on seat of car and then walked off forgetting it. I reported loss immediately and within half an hour my purse was returned to me. Your conductor had turned it in to the car house. As my purse contained important papers and keys, I am very thankful for its return.

I also wish to state that I have been taking this same car every morning for some time and find that this conductor is very polite and courteous to all passengers.

Very truly yours,
MRS. P. VALASCO,
924 Rutland Street.

Conductor E. Schivo and Motorman E. Covington Wait For Intending Passenger. Help To Reach Boat Is Appreciated



Miss D. E. Thompson, 164 Girard Street, San Francisco, telephoned today and commended Conductor No. 2405, also the motorman, of the No. 25 San Bruno line, which passed Silver Avenue and San Bruno Avenue about 1:10 p.m. last Sunday. She was trying to make the boat at the Ferry and only had a limited time to do so; she ran about a block for the car and the crew very kindly waited for her, also the conductor told her the easiest way to make connections with her boat. She appreciated this courtesy very much. She did not have the motorman's badge number.

She was thanked for her kind thought and assured both employees would be commended for their courtesy.



COMMERCIAL DEPARTMENT.

Motorman Eagle Grey and Conductor Paul Seaman Given Credit For Saving Life and Extreme Kindness To Party Hit by Auto



Gentlemen:

I was unfortunate enough to be hit by an automobile at Fulton and Willard Streets, on Sunday, January 14th, at about 7:45 p.m. as I was boarding a street car.

Must say that the motorman operating your car saved my life. Were it not for his promptness in stopping the car, my body would have been cut in two. I was certainly lucky in having such a man at the controls of the car, and you are fortunate to have such a valuable employee.

Let me add that the conductor was also very considerate during the excitement that followed the accident, which, incidentally, was one of those "hit-run" cases, and I think both of these men deserve much credit.



Yours very truly,
(MISS) MARY McCARTHY,
2825 Golden Gate Avenue.

Sincere Thanks To Conductor L. J. Hall For Return of Purse

Conductor No. 663,
Market Street Railway Company.

Dear Sir:



Although you did not give us your name today, when you returned my purse to me, I wish to thank you from the bottom of my heart. You cannot realize how happy I was when I saw my husband get off the car with my purse in his hand. Everything we had of value was in my purse, so you can see, with my husband unemployed and two small babies to feed what this means to me. I only wish I was in a condition to give you some reward. You certainly are an honest man.

And I thank you again, and again.

MR. and MRS. SAM W. BECKOFF,
172 6th Street.

Division Contacts

Third Street Sparks from the Wire

By J. J. CARBONI

Our best wishes are extended to Mr. Clarence Krueger and his beautiful bride. Mr. and Mrs. Krueger are on their honeymoon in South San Francisco.

Conductor Charlie Chenault has joined the Third Street Sewing Club. Yes, sir, it took Charlie just twenty-three minutes and two seconds to sew a button on his coat.

Motorman Joe Maslach was seen selecting a large cabbage at the market the other morning. Well, it looks to us that it will be ham hocks and cabbage for dinner, boys—a dish fit for a king.

An open letter to Motorman Geo. Schmidt:

Dear Mope: Keep off Run 3—Broadway, please. It seems every time you get on this run I miss my morning paper.—(Signed) Elmer.

A clue to the famous brown coat belonging to Conductor Andrew Haas has been discovered by Motorman Missa.

We've found a most ambitious man at Third Street Division in our good friend Conductor Chipley! Please explain for the benefit of us all.

Approximately 1,700,000 men and 1,300,000 women in the United States today wear wigs and toupees.

The average size of hat sold in America is said to be six and seven-eighths. Are you average?

We offer congratulations to Conductor J. Hanes and his wife, who were presented with a new hope—a 10 pound baby boy.

Conductor E. Sullivan, who is a new man on the job, has decided to take a serious step. Congratulations, and may you have much happiness.

We regret to announce the illness of Motorman C. J. Smith, who is at St. Francis Hospital, and we hope for a speedy recovery.

A perfectly good ladder held in trust at the office of Third Street Division has strangely disappeared from its corner of the office building. Now comes the owner asking, "Who has my ladder?" Your correspondent has promise of a story on this ladder for a later edition, the story to be written by Motormen Joe Maslach and Gus Assinos.

DEPARTED

Condolences to Mr. Fitzgerald:
To where you sleep I send my heart;
Upon the wings of light,
Daylight fades; your spirit comes
To soothe my rest at night.

A teachers college in this city to cost \$1,585,000 is among the projects named in a 1935-37 public building program which the State Director of Finance holds necessary to take care of the expansion of colleges.

Third Street Champions for 1933

The distinctive honor of being Safety League champions for the year 1933 has been accorded to Third Street Division for the third consecutive time. And are we proud! We have three beautiful trophy cups on exhibit at our Division for the years 1931, 1932, and 1933. Now we have another boast to make and that is that the 1934 trophy cup for the month of January has been awarded also to this division. Now, we don't believe we are any better champions in the Safety League than any other Divisions would be, but our methods, no doubt, have the right effect. In this statement, however, we would like to be borne out as to ability for holding the trophy cup by another Division, as competition would put more enthusiasm into the contest. How about a challenge from another division in the race? The names of motormen at this division who were the top-notchers for non-accidents are submitted and they will tell you how they have endeavored to attain this goal.

- G. ASSINOS—Credit for a good safety record is particularly due to the co-operation of the conductor at curves and other safety points.
- J. ALMLUND—Two important factors are mentioned by him. First, watchfulness, always; second, never take a chance.
- J. ALLEMAND—Gives as his reason for a good record, attention to car operation and good control.
- C. BEHNKE—Considers the other fellow may sometimes be irresponsible and acts accordingly.
- M. CLINTON—Keeps strict attention to the business of operating his car under perfect control.
- B. DU BOSE—Gives the other fellow the right of way, never passes a car at a point on switch, also thinks a lot—but says little.
- C. DU BOSE—Makes this recommendation: Always be on the alert, especially so at point on switches.
- S. DUDUNE—Believes in always giving the other fellow the right of way and keeping cool at all times.
- W. FINN—Practices the old rule that what is worth doing at all is worth doing well, which means safe and sane operation.
- J. GREINER—His efforts of trying to make good bear out his statement that he tries hard to make a habit of Safety First always.
- HERGOTT, S.—Keeps his eyes open for traffic signals and pedestrians and avoids complaints.
- M. JOHNSON—Accidents are a blot on anyone's record and should be avoided by strict adherence to one's duties.
- R. LAHERTY—Accidents are costly—they delay everybody's time and throw the cars off schedule.
- W. LAUGHLIN—A high standard of service is necessary to promote the good will of the riding public.
- J. LARSEN—Playing the rules of the game will have the good effect of keeping off the accident list.
- S. MISSA—His program of safety is as follows: Always give the other fellow the right of way, always have your car under control, and always slow down at intersections.
- J. MAMAS—Gives three trite rules, but good ones: Attention to duty; look out for vehicles and pedestrians; be careful.
- T. MCCARTHY—Traffic rules and regulations are made for our observance and will keep us from going astray in this direction.

(Continued on Page 26)



G. Assinos

OUR SAFETY CH



J. Allemand



C. Behnke



W.S. Jenkins
Division Superintendent

THIRD DI



C. Du Bose



S. Dudune



W. Finn



J. Greiner



J. Mamas



T. McCarthy



S. Moreschini



J. Palameta

1933 CHAMPIONS



THIRD STREET DIVISION



J. Almlund



M. Clinton



B. Du Bose



M. Johnson



R. Laherty



W. Laughlin



S. Missa



O. Percival



H. Reimers



T. Stone



S. Stojanovich

Third Street Champions for 1933

(Continued from Page 23)

- S. MORESCHINI—If one is to have a good safety record, it is necessary to operate car under perfect control.
- J. PALAMETA—Proper speed, good control, observance of traffic rules, are helpful in maintaining a good showing in the Safety League.
- O. PERCIVAL—Precaution is a good point to consider when operating your car, especially in heavy traffic.
- H. REIMERS—Alertness to duty, also unnecessary conversation, are a great aid in rendering safe and careful service to the traveling public.
- T. STONE—Accidents do no one any good—they involve extra time getting witnesses, writing accident reports, and hurt one's record.
- S. STOJANOVICH—His method will produce good results and this is the safety formula he advocates: By keeping your hands on the controls at all times when car is in motion and your eyes on the street ahead, and also giving the right of way to others.

SAFETY FIRST—LAST—AND ALWAYS IS OUR MOTTO

Safety League

No. of Car Hours Per Accident—January, 1934

Division	Jan. 1934	Jan. 1933	Rank in Jan. 1933
Third Street	2,039	1,706	1
Oak and Broderick	723	638	5
Washington and Mason	599	414	9
28th and Castro	591	810	3
McAllister	553	430	8
Geneva	548	706	4
24th and Utah	516	861	2
Turk and Fillmore	497	510	6
Sutro	277	487	7
Total	547	639	

THIRD STREET

"Third Street Division wins 1933 trophy."

"Third Street Leads January Cup Race."

These statements, while true, are becoming commonplace. They no longer stir up interest in the Safety League race for supremacy. It is getting to be like baseball before Landis, a cut and dried affair with everybody in the know.

It is not necessary for this to be. Other Divisions have just as good motormen as Third Street, but you must get up every morning with your minds made up to prove just that. Other divisions have won the cup in the past and they can do so again.

Oak and Broderick

By J. L. EDMISTON

The Knights of Columbus put the last football game of the season on with flying colors. The teams playing were the Chicago Bears vs. Pacific Coast All Americans. The game started at 2:00 P.M. and was over at 4:24 P.M., the Chicago Bears winning 21 to 7. The game was figured to draw 20,000, but the exceptional good weather conditions drew a large crowd of 35,000. Oak and Broderick wishes to thank all those who co-operated in handling the large crowd that attended the game.

We are glad to state at this time that some of the boys who were crippled up during the past month are now on the road to recovery.

Charlie Boone, who was laid up with a dislocated shoulder, has taken the cast off now and expects to return to work shortly.

Henry Noll, Tom McCullough, and Westly Jacobs are still in the mending. They are up and around, but it will be some little time before they return to work.

Some of the highlights of new members coming to Oak and Broderick in the past few months:

Edward Lee Masonheimer, hailed from Floring, Texas, an electrician by trade and a motorman at Oak and Broderick.

John Otto Mitchell came from Springtown, Arkansas. Truck driver by profession, now a motorman here, has decided that the street car game is more profitable than any other work.

Joseph Bailey Miller, the third Miller we have here now, but not by trade, hails from Weatherford, Texas, and entered our service as motorman.

Claude F. Moore, a prune picker from Watsonville, California, old employee, has re-entered the service as a motorman.

Anthony Francis Gould, San Franciscan, old employee, has re-entered the service as motorman and expects to settle down and stay on the job for some time to come.

Jesse Leroy Carnes from Ouita, Arkansas, says that the street car game is much better than following a bunch of mules all day.

Vincent De Maris, painter by trade, has decided to drive the White Front Cars around for a change.

The new sign-up now in effect sees many changes on the lines, especially on Masonic Avenue and Ellis.

Steve Weirzbick took a day run on Masonic for a change. Steve has been working nights on Ellis for some time, so he decided that the change would do him some good, as he has been suffering from what is known as automobileitis. Working days is a sure cure for that.

Two other Masonic Avenue crews are: Motorman J. E. Lewis and Conductor Ralph Cowden, and Motorman J. Treanor and Conductor L. R. Stevens, are now working day runs. It was some time before they could get accustomed to the daylight, but they are now going one hundred per cent.

The first morning when the alarm went off, Ralph Cowden, not quite awake yet, reached over and turned it off, figuring that some one had played a practical joke on him. He showed up about two hours after the run had pulled out.

The following motormen on Oak and Broderick Division had no chargeable accidents from July 1, 1933, to December 31, 1933:

Anderson, Jas.	Milne, J. G.
Anderson, Jno.	Miller, J. C.
Bartling, A. F.	Marshall, T.
Boone, C. M.	McInnis, J. A.
Barrill, H. A.	McCullough, T.
Barnett, C. J.	Navarra, J.
Craig, J. E.	Noll, H.
Cuyler, O. L.	O'Lanie, H.
Clouter, W.	Provlch, G.
Davis, W. G.	Pfeiffer, H.
Dillon, A. B.	Stevens, W. H.
Estus, H.	No. 966
Fordtran, G.	Seegos, P.
Fraser, E.	Simpson, G.
Geldmacher, C.	Sousa, J.
Hudaklin, M.	Stihl, J. M.
Henley, R. E.	Southworth, A. J.
Hutchinson, J. J.	Stevens, W. H.
Heintz, C. Y.	No. 914
Herman, H.	Stocker, A. A.
Jewell, E.	Tyers, G.
Jablonski, S.	Treanor, J.
Kulis, M. L.	Wormell, R. A.
Law, J. A.	Wheaton, F.
Larsen, R.	Wiedl, A.
Lewis, J. E.	Walker, H. T.
Lemon, A.	Young, T. A.
Lasater, C. E.	Lacey, H.

The following list gives the names of conductors on Oak and Broderick Division who were not on the short and over list for the month of December, 1933:

Aaron, A.	Marin, G.
Byers, W. G.	Mayville, H.
Belden, R.	McGill, C. E.
Boylan, F.	McCarthy, R. L.
Courtright, H.	Nichols, J. L.
Darcey, T.	Phipps, W.
Finkelstein, B.	Polivka, A.
Fox, G.	Rosemeyer, J. C.
Gold, A.	Stevens, E. C.
Hermann, A. C.	Van Loon, W.
Lucier, A. C.	Woods, W. T.
Maloney, M.	

A hearty welcome is extended to the following motormen and conductors who have recently joined the Market Street Railway family at Oak and Broderick Division. We know you will find many new friends who will help you over the difficulties encountered in your new job.

Motormen:	Conductors:
Baronik, A. G.	Davis, J. A.
Moore, C. F.	Ramerth, J. C.
Jewett, F. R.	Norres, C. N.
Swan, B. B.	Plant, T. H.
Light, H. K.	Peck, W. V.
Keating, E. J.	Wooliever, W. R.
Masonheimer, E. L.	Melton, R. B.
Lundquist, M. L.	Barthold, F. C.
Stockdale, L. L.	Love, S. V.
Reeves, R. F.	Roy, Jos.
Carnes, J. L.	Brewer, H. R.
Gould, A. F.	Boehnen, B. P.
Wilkins, Jas.	Shelton, E. L.
Smith, M. S.	Emery, R. H.
Miller, J. B.	
Barkley, Patric	

Another ace crew: None other than Charley Calkins and Jesse Foot are working on Ellis. They were working on Haight-Ocean for some time, but thought that this change would do them some good, as you know that Ellis line is pretty snappy.

February will see twenty-seven ships with cargoes of raw silk pulling into Pacific Coast ports, ten for San Francisco, nine for Los Angeles, four apiece for Seattle and Vancouver.

Erection of worksheds and installation of steam shovels on the Federal Building site in the Civic Center early this month, may be regarded as evidence that actual construction will soon commence.

During the past month San Francisco banks have picked up many counterfeit \$20 bills, the U. S. Secret Service reports. A tip for conductors to be careful.

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

THE KING IS DEAD! LONG LIVE THE KING!



Which is just a nice high-class way of letting you know that our esteemed editor, Mr. Frank Howe, has resigned his honorable position as editor for this column. Frank has given us several years of fine service, for which we salute him. And may our humble efforts to succeed him be of some note. And I would certainly appreciate all the help YOU can spare to make this section of the Inside Track the newsiest and best ever.

Our old friend "Black" McCarthy says that owing to all these confusing new laws he has given up the idea of opening up that parlor in West Oakland. But then there are rumors floating around that he is in love with a nice young widow and he gave up the idea because she could never associate with a dispenser of liquids.

Rene Brachais says he always thought they used red oil in those danger lamps, but he has recently discovered it's red wicks they use.

As this is being written the conductors' sick list is the biggest in years. As everything connected with sickness costs money, I bet there's a lot of the boys glad that they've got a sick insurance policy now.

Our friend Schoffield, who has been nicknamed "Willie Hoppe" because of his skill at billiards, reports that he has tired of restaurant grub and will shortly take himself a wife.

That good - looking conductor (name sent on request) who recently showed up at the barn with a smoked eye reports that it is unwise to go around with an attached person unless you can go three rounds with her husband.

He: "Shall we go for a walk?"

She: "Fine! Where's the auto?"

Don't forget the big entertainment and dance on February 21st. Joe Brown is on the refreshments committee, so that alone is a good reason to attend.

Kid Edwards reports that there is a sign on the barber shop which says, "Shoes Shined Inside," and wants to know whoever has their shoes shined on the inside.

She: "Do you consider my legs long?"

He: "Every chance I get."

Mike Banks has spent his recently inherited fortune and is back to work now on the 26th Street "owl."

Kid Wetteland christened his new son on February 4th.

Mike O'Grady might shave his mustache off if the weather would warm up a bit.

If you work nights there are plenty of likeable young men around here who would be willing to take your wife to the big dance for you.

They put one of those "meter" cars on Folsom the other day, and Conductor Beese mistook it for a new kind of ticket register.

One Act Playlet Entitled

"THEY WERE OUT ALREADY"

Scene—Physician's office on a dark, dismal day.

Characters—Mr. Vaughn of 24th St Car House.

Doctor "X" (not a Company Doctor).

Dr. X (after making a complete examination of his patient, sadly shakes his head as if there were no hope left and gives his ultimatum): "Very sorry, sir, but they must come out. There is nothing left to do."

Mr. Vaughn (excitedly): "Come out! My tonsils or appendix?"

Dr. X: "Your teeth, sir!"

Mr. Vaughn (triumphantly): O.K. here they are (pulling out his false ones).

Exit doctor, who passes out of the picture.

Moral: Always go to see the Company doctor first.

✓ ✓ ✓

Clarence Busby says the seven temptations of man are six drinks and a woman. And there are no ladies around to defend themselves.

✓ ✓ ✓

Charles Himes says if they have a haywire "orchestra" and some old-fashioned music he'll sure step out some fancy "buck and winging" at the big dance.

✓ ✓ ✓

I wonder what's become of A. L. Melton.

✓ ✓ ✓

Our hunter friend, Motorman Folsom, says the last time he was out stalking the deer he came across the following sign on a fence:

"NOTIS"

"TRESPASSARS WILL B PERSECUTED TO THE FULL EXTENT OF 2 MUNGRILL DOGS WHICH NEVER WAS OVER SOCHIBLE TO STRANGERS AND 1 DUBBLE BBL. SHOT GUN WHICH AINT LODED WITH SOFEY PILLOWS. DARN IF I AINT GITTEN TIRED OF THIS "HELL RAISIN" ON MY PROP."

Jerry Wright, just a little boy who will never grow up, was sitting at the table counting his day's receipts when Superintendent Jenkins strolled into the gilley room.

"Have you got a nickel, boss?" asked Jerry.

And Mr. Jenkins, thinking of doing a good turn by clearing up the boy's remittance, handed him a nickel. And in return Jerry handed him a card which read as follows:

"THANKS FOR YOUR NICKEL.

"You are now an honorary member of the Jewish navy, and your money will be used to send salt pork back to Jerusalem.

"DON'T BE A SOREHEAD! GET YOUR NICKEL BACK THE SAME WAY I GOT MINE."

And was Mr. Jenkins' face red?

✓ ✓ ✓

"Welcome Stranger."

We take pleasure in introducing these new men, not as strangers, but as the new members of our one big family:

Behnken, W. H.—motorman. Out of work for a long time, and this job was a real Christmas present to him. Lover of fast, shiny automobiles. Spends most of his time around the barn trying to put a "high gloss" shine on his boots.

Brechwald, E. A. Following in his dad's footsteps, who happens to be one of Kentucky's ace motormen. A likeable chap, especially with the young ladies out San Bruno way.

Clark, W. H. One of our former conductors who has returned to us as motorman. Has the honor of being Riley Kimber's first student.

Griffith, R. Used to train seals for circus acts. Now on the front end teaching some of our conductors a few tricks.

Meeks, H. J. After being absent for two years returns to us as an ace conductor and to give all the girls on the west line a treat.

Melisaac, E. W. Son of our governor. Former player with the "Seals." Now pinch-hitting on the back end.

Shaw, R. W. Son of Dispatcher Shaw of Kentucky, but don't hold that against him. Formerly in the printing business, he's now printing a trip sheet a day for us.

Williams, F. A. Formerly a salesman, now selling Byllesby service on the back end. A native son. (Joe Brown take notice.)

Connelly, F. A.—Formerly a truck driver, now reformed into a motor-man. Tall, dark and handsome, which should mean a substantial increase in our feminine patronage.

A fine bunch of men, and may our contacts with them always be pleasant.

And as our closing shot, may we take our hats off to Frank Malloy, who has just been pensioned. Forty-seven years in the service without an oversleep. That's a record that's hard to beat. And speaking of oversleeps, we have been informed that Motor-man Schmidt is going to trade one of his pet canaries for a rooster so it will wake him up in the early wee hours.

"As many persons were killed or injured on the streets of San Francisco in 1933 as fall in a battle in time of war—124 killed, 2,529 injured, many of the latter maimed for life. STOP THE NEEDLESS SLAUGHTER."—Downtown Association.

San Francisco continues to lead the rest of the State toward economic recovery, at least in the manufacturing industries, statistics from the State Labor Commission show.

San Francisco's death rate and birth rate were the lowest in the city's history during the year 1933. (Some consolation for the losses of depression.)

The Soviet Government has constructed a hydraulic power station on the River Neva, less than 100 miles from the arctic circle.

Pull-In Record

Division	Jan. 1934	Dec. 1933	Rank in Dec.
Third Street	63,299	25,002	2
Haight Street	32,300	21,448	4
Oak and Broderick	22,349	110,947	1
Twenty-eighth Street	16,944	17,759	5
Twenty-fourth Street	13,391	22,734	3
Sutro	9,462	6,833	6
Turk and Fillmore	8,660	5,932	7
McAllister	7,996	5,734	8
Geneva	4,267	4,214	9
Average	10,005	8,767	

THIRD STREET SHOPMEN LEAD

Not to be outdone by the motormen walking away with the Safety League trophies, Third Street shopmen step out in front to lead with a fine turn-in record. Even Haight Street and Oak and Broderick, the two divisions who have nearly always held first and second places, are down in second and third positions. Changes can be made in the best regulated families when the other fellow gets down to business.

28th Street—Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE



The Geneva smoker was a huge success and we are all looking forward to another such affair.

This division took all the honors in the fight and wrestling matches.

The Geneva boys claim that they did not use their best men, saving them for another show.



Motorman Cain says that he "carried" Conductor Hitchcock and could have knocked him for a loop.

Kid Bailey showed the Pride of Geneva how to use gloves when they are tied to your hands.

Red Dunkle made a poor showing with Dynamite Davis; Red was in poor condition.

The ex-Navy Champion got into deep water and got knocked into Davy Jones' locker.

The main event between Cyclone Papale and Paloova Patterson was declared a draw; we thought Cyclone won by two counts.

With the smoker out of the way and our big dance on the way, ain't that something?

The wrestling match between Andre and Minihan was in the bag. (Wrestling commission, please note.)

No, friends, Conductor Pauley is not buried; he is merely working on the Fillmore and Valencia Line.

The smoker reminded us of the Army camps during the war when the boys got together in the hut.

Just because the ground-hog did not see his shadow it means that Motorman Flynn will have to wear his explorer's overcoat another month.

We thought the Geneva boys' song and dance act was exceptionally good; we never knew Dave Raffatti could sing (Old Glory, please note).

Conductor Bush is getting so heavy that when he wants to weigh himself he has to use a coal scale.

Quite a number of company officers graced the occasion by their presence, also a few motormen instructors.

Conductor Hennessy's voice is not so good lately; I guess she lives out in the fog belt.

We heard that the motormen instructors objected to the smoke from the corncob pipes.

Motorman Brothers says that a man should visit a beauty parlor at least twice a month to keep in shape.

While driving in Golden Gate Park, Motorman Alles was stopped by an officer who thought Hank had stolen one of the machines out of the Museum.

Motorman Cullen was seen walking along South Van Ness Avenue (Howard Street to you) in the wee small hours. Were you going to work, Tim?

Whenever Sam Cox gives a concert at his home he invites Motorman Thoms.

Conductor Hester had all his upper teeth extracted; she thinks that he will look much better with store teeth.

Motorman Wickett thought he was passing through Petaluma quite recently; the hen fruit was much in evidence.

Motorman Codino spent a few days in Tomales Bay where he shot a dozen black seagulls (I think he meant crows).

Andy Anderson's dog died of hunger—Andy forgot to leave some meat on the bones.

They say that John Carboni crosses Market Street with his insurance policy in his hand and his eyes closed.

Motorman Jimmy Harrison is working the Fillmore and Valencia Line; are you hiding out on her, James?

Conductor Welch is taking morning exercises now; he does not want to lose his girlish figure.

There is a Byllesby Post of the V. F. W. being formed—all you A. E. F. men take notice.

Don't forget our big dance—it's the one big moment for us platform men.

Have you noticed that sweet smile of Conductor Blucher since he had his stove installed?

Don't you think that his glove-fitting overcoat shows off Conductor Frisella's manly form?

The following named motormen and gripmen of 28th Street Division have had no chargeable accidents for the past six months, August 1, 1933 to February 1, 1934:

Allard, E. A.	Lowder, E.
Attebery, J. E.	McPhun, C.
Atteberry, W. L.	Metro, M.
Biboli, D. C.	Morrison, F.
Bishop, H. N.	Olden, C. E.
Botts, H. L.	Osterode, F.
Brittan, C. A.	Pallas, J.
Burns, E. E.	Patterson, J.
Cain, C. B.	Peacock, E. E.
Cantoni, L.	Polidori, F.
Catoir, C. E.	Rood, E. O.
Codino, D.	Saunders, E.
Crossen, B.	Schleub, A.
Darby, O. C.	Schuback, H. J.
Davis, O. M.	Semmelhaack, J.
Day, K. F.	Sorters, H. O.
Dunkle, W. W.	Stroecker, W.
Easter, C. D.	Thompson, W. A.
Fehring, W. B.	Tyson, O. C.
Fuller, J. C.	Vanoni, M. L.
Gallo, C.	Ward, E. M.
Gordon, L.	West, W. H.
Hanneman, C. F.	Whitten, P. S.
Hatzis, J.	Wickett, C. E.
Healy, T.	Wilkening, F.
Horton, J. B.	Willman, J.
Hugh, E. H.	Willwerth, J. F.
Jimas, P.	Witt, R. H.
Jones, H.	Wormell, F. R.
Knox, J.	Young, H. W.
Leaman, R. P.	Zucconi, E.

Motorman Manly still insists that he is the best dressed man in the Division. (Motorman Brothers, please note.)

We thought that Motorman Champion gave that overcoat to the St. Vincent de Paul Society.

Motorman Schleub phones the Coast Guard every time he goes fishing, as he usually falls off the rocks.

Looks like we are going to have an early spring, as Louis Gorden has shed one of his undershirts.

The following named conductors of 28th Street Division have had no remittance errors for the month of January, 1934:

Becker, M.	McCarthy, M.
Bittles, J. O.	McGeorge, J. M.
Borreo, W.	McGrath, A. P.
Broshious, W. F.	McKeown, E. T.
Clemo, C. E.	Martin, T.
Connolly, P. J.	Mullin, P.
Daly, M.	Nerio, P.
Elsenhans, W. T.	Palmer, E. J.
Fahnlender, J. J.	Papale, J. J.
Fehlemelcher, W.	Parker, E. L.
Forslow, E. E.	Patterson, T. A.
Guerrero, C. J.	Plunkett, P.
Headden, J. M.	Rassouchine, V.
Healy, W. M.	Schaap, A. J.
Hester, I. D.	Scott, R.
Hughes, F. C.	Shaw, A. L.
Keegan, W. M.	Sherman, W. A.
Kolker, C. H.	Siemans, D. R.
Lewis, J.	Siess, R.
Ligon, D. C.	Slack, J. B.
Lillis, E. R.	Sutlief, C. R.
Long, F. E.	Whelton, C.
Lowrey, L. L.	Watters, K. B.
	Wiser, J. H.

Perhaps you pondered the reason for that everlasting smile on David Curtin's face.

Here is why: The Curtins are blessed-eventing sometime the latter part of July. Can you blame him?

Of course, we don't believe it, but we hear that Frank Merrill is going to face the altar once more.

Motorman Young is fixing up a bed so that he can sleep on his pigeon loft.

Conductor McGrath is willing to answer all questions in regard to the gold dollar and the gold standard.

Motorman Ochoa has changed his mind about going into the egg business. We all hope to see Joe back soon.

A hearty welcome is extended to the following motormen and conductors who have recently joined the Market Street Railway family at Twenty-Eighth Street Division. We hope you will find this new relationship valuable and enjoyable.

Motormen	Conductors:
Brothers, Leo.	Chalmers, L. P.
Andre, H. P.	Graber, H. L.
Metro, Geo.	Broshious, W. F.
Langston, W. J.	Guth, Phil
Enright, J. E.	Eldh, C. L.
Beagle, J. S.	O'Connor, J. P.
Allegretti, A. J.	Siler, Edgar
Moran, J. A.	Hennessy, Jas.
Elliott, E. W.	Clymo, C. E.
Parulis, Jas.	Curtin, D. J.
Cain, Jas.	Elsenhans, W. T.
Pera, H. J.	Forslow, E. E.
	Vanarsdell, V. G.
	Silvey, F. R.
	Doran, E. F.

Once again, fellows, don't forget to be at our big dance and see Willie Reinhardt do his fan dance.

Conductor Parker and his dog Major will be on hand.

The sympathy of this Division is extended to the grief stricken widow of John Hollensteiner, who passed away recently, and who was held in high esteem by all of us.

Americans residing in the United States use about 910,000,000 matches every day.

All the cut diamonds throughout the world, from the earliest times to the present day, could be packed in a box no larger than six feet wide, eight feet long, and three feet high (6 x 8 x 3 feet).

City of San Francisco employees have petitioned for the restoration of their wage scale prior to the emergency period. This will cost the city approximately \$2,400,000 annually.

Bits-o-News from the "Ferry Loop"

By JIM GARDINER

Now, men, just stop, pause a moment in reflection, and ask yourself the reason for all the apparent happiness, beaming faces and the spirit of "Let's Work" that prevails among your co-workers. Why? Easy enuf—the adoption of the Company's New Profit Sharing Plan, and the Accident Insurance, both of which were so ably and whole-heartedly sponsored by the employees of the Market Street Railway Co. It is not necessary to point out to you the benefits you and your families will ultimately reap from this very wise move. Inasmuch as the officials of "Our Company" stood by and played the game with us—it is no more than fair that each and every one of us put our shoulder to the wheel and "play ball." Boys, I mean just that—no shirking! The success of the company is your success now—let's make it a banner year; a year that we can all point to with pride as having done our little "bit" in the making.

Best wishes for a speedy recovery are sent to J. W. Delaney, Superintendent of Equipment, now convalescing at home.

During the sick leaves of inspectors, Collector O. P. Peterson fills in. Do you notice, folks, how that insignia and police star shines? Att' boy, Pete, you show 'em.

A. J. Shapp, late collector at the Emporium, subbed as Tower Switchman for two weeks, ably filling the position.

Conductor R. A. Elliott, of 3rd Street Division, has been enrolled as a "regular" collector on the late shift. Doing good, thank you!

Billy Archer has again taken up the reins at the Tower controls, after a thirty day sojourn to his regular "chickenry" at Santa Rosa. Welcome back, Billie—but how about bringing us back a treat next time?

L. E. Brown and H. J. Reedy more than put in their "happy days" on Sundays now—a direct result of the new working hour schedule.

Food For Thought:

Well, a fellow we know came away from the race track ahead the other day. He stole one of the horses.

TAPS SOUND!

On January 24, 1934, the "Last Call" came for one of the company's old and faithful servants, Inspector J. Hollensteiner, whose familiar face and cheerful smile will no longer greet and cheer his many friends and co-workers at Mission and Onondaga Streets. His demise released him from a bondage of prolonged suffering to eternal peace.

To his bereaved wife, we, one and all, send our deepest sympathy in her hour of sorrow.

HIS WORK WAS O'ER, GOD
CALLED HIM HOME

Isn't It So:

Most of the shadows of this world are caused by standing in our own sunlight!

Well, as soon as you wind up without any income, you realize how easy it would have been to live within the one you had.

ACME SHADE SHOP

Will see you at our Dance, Feb. 21
Will donate 3 door prizes
Come and be the lucky winner

140 Beulah Street
A. J. Southworth BAYview 3652

Geneva Eight Wheel Gossip

By G. H. MAGNUSON



The second month of the new year is here, and with it some more gossip for the Inside Track, something that may be new to some and old to others, but we try to do our best, each month in this magazine, which our company so willingly donates to us, and we hope to always get together once a month just as a get acquainted, good fellowship and news column. Let's all bring in a little news once a month to be printed in here.

Motorman Heissenbittel of late wants to know when the great event is going to take place between Motorman Loskey and the blonde girl. Every time Heissenbittel goes by a certain locality he happens to see them together. Better hurry, Loskey, we are all waiting.

Short and Over Men

Superintendent: "For the last time I ask you for that \$5.00 you held out."

Conductor: "Thank goodness, that's over with."

A woman inquired of the Starter at Fifth and Market Streets the time of the cars to San Mateo. She then went to get a shoe shine on the corner and while there asked the same question of the negro bootblack. The bootblack then went to the Starter and said with a smile, "Perhaps she will believe it, now she has got it in black and white."

Just received an S.O.S. from Conductor Carl Johnson, who is battling his way towards the Geneva Carhouse through the ice and snow of Alaska. We hope his arrival here will be safe and soon. We also know of one particular party here who is still patiently waiting for his return.

We are sending out tracers from the Geneva Avenue Athletic Club to

try and find out why Motorman Nick Stamos, the big wrestler, and the famous Jimmy Malerbi did not make an appearance at the last smoker. We all surely missed you both.

The powerful Nick Psarras, one time anchor man for the tug of war team of this company, has unofficially stated that he would in some future time do his little bit at our smokers. Nick Stamos kindly take note of this and get in touch with Nick's manager, who we believe is Conductor Child.

We notice that a couple of our new members, namely, Eddie Oakes and G. LeBrun, are sporting new cars around this locality; also since Motorman Braud had his last fatal mishap he has remodeled his car somewhat. It pays to keep your insurance up at all times on automobiles.

Conductor L. Restani is now residing at a famous sanitarium in Redwood City, and states that he is getting plenty of good eats. But he misses the red paint and the big cigars. He is beginning to get a craving for milk now. We all hope that your recovery will be speeded up.

Conductor Baldauf of late has been making quite a few trips to his country home over the week-ends. Don't forget us on the grand opening night.

George Peterson is again back at his regular job. He is putting plenty of enthusiasm into the work, and his whole heart and soul are in it. Keep up the good work, Pete.

Conductor Sam Lopez is doing his little bit by each week paying a visit to the sick men of our division at the hospital. We still have in the hospital Conductor George Foehr and Motorman Eiland, who are doing as well as can be expected. We also have two men in the division who are hobbling along on crutches, both men with the same foot affected. Something radically wrong in Denmark, boys, but outside of that, the rest of the men are physically in good condition when this column goes to print.

No one has ever been able to discover the cause of love, says a psychologist. However, the tabloid reporters work every day discovering the results of it.

A hearty welcome to the following motormen and conductors who have recently joined the Market Street Railway family at Geneva Division. We hope you find many new and sincere friends ready to help you.

Motormen:	Conductors:
DuBose, H. L.	LeBrun, G. P.
Melodia, Antonio	LeBeau, L. J.
Johnson, C. R.	Montgomery, H. M.
Tanner, M. E.	Kuchac, John
Gerlach, C. I.	Strelesky, J. A.
Robinson, Norman	Fisher, Chas.
Conte, J. B.	Vanderbyll, Chas.
London, R. M.	Carlson, Emil
Restani, Cesare	Case, D. G.
Overall, J. C.	Oakes, E. L.
Johnson, B. L.	Harrison, T. E.
Kiff, F. D.	Seiler, Chas.
Langston, M. L.	Todhunter, A. W.
DeMaria, John	Hacker, J. W.
Hanlon, A. H.	Fisher, C. L.
Conrad, W. M.	Ghent, S. L.
	Evans, R. W.
	Dissmeyer, D. F.
	Bosnos, M. W.
	Perry, J. S.
	Nelson, Robt.

Complaints

JANUARY, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total Jan.	Total Dec.
Washington and Mason	0	0	0	0	0	0
Third Street	0	0	0	0	0	3
Twenty-fourth Street	0	0	0	0	0	7
Turk and Fillmore	1	0	0	1	2	1
Sutro	2	0	0	0	2	4
Oak and Broderick	2	0	0	0	2	1
McAllister	2	0	0	2	4	2
Twenty-eighth Street	1	1	2	0	4	2
Geneva	3	0	0	2	5	3
Total	11	1	2	5	19	23

COMPLAINTS ALMOST EQUAL COMMENDATIONS

With 25 commendations and 19 complaints, accounts are about balanced. There should be less reason to receive complaints than to say thank-you. Acts which bring in the protests seem to be from all parts of the system so it is up to every man to do his best—at all times—and keep these down to a minimum. Complaints are hard to answer, after they have been made.

Following is a list of motormen and motor coach operators from Geneva Division who had no chargeable accidents for a period of six months, August 1, 1933, to February 1, 1934:

Adams, W.	Menendez, M.
Bedford, C.	Mesusan, M.
Bennone, E.	Milliken, L.
Bertoni, A.	O'Leary, D.
Bosnos, A.	O'Malley, J.
Blakeley, C.	O'Neil, F.
Brayshaw, J.	Perston, J.
Broad, W.	Quinn, A.
Brodbeck, A.	Ray, E.
Butler, S.	Refatti, D.
Charlton, T.	Schelle, L.
Cook, A.	Scialenca, J.
Currie, R.	Shroyer, W.
Dittero, C.	Sidery, J.
Doran, T.	Slade, C.
Dussourt, C.	Stack, C.
Fitzpatrick, M.	Stamos, N.
Fredericks, J.	Swager, M.
Freseura, J.	Tanner, E.
Gannon, E.	Taylor, W.
Gehring, W.	Vissas, F.
Grassi, W.	Wade, S.
Hagan, F.	Waite, W.
Hayes, W.	Walde, G.
Harrison, E.	Walters, F.
Hess, A.	Walters, R.
Johnston, B.	Welch, F.
Jones, H.	Welch, J.
Knight, J.	Welch, P.
Latrouel, F.	Wells, T.
Lewkowicz, M.	Wescott, K.
Loskey, F.	Wetzel, R.
Lusk, W.	Wood, C.
Materazzo, T.	Wooder, H.
McNeill, J.	Woodrow, O.
McDevitt, J.	Fenton, C.

One of our conductors did park his car some time ago somewhere in San Francisco and missed his daily trip home. He claims he was looking for his car, but through the help of the San Francisco Police Department it was located.

In one of our new men, namely Tod Hunter we have found what you would call a real piano player. Where did all the good clothes come from, Doc?

Following is the list of conductors and operators who had no remittance errors in their turn-ins from December 20, 1933, to January 18, 1934, inclusive:

Adams, W.	Johnson, C.
Babich, M.	Knight, J.
Barbero, B.	Krick, T.
Blackwell, F.	McElroy, R.
Bruzzone, E.	Magnuson, G.
Churchhill, P.	Meisl, J.
Dussourt, C.	Montgomery, H.
Ensley, J. E.	Muther, B.
Evers, R.	Nicolette, M.
Galligan, B.	Slade, C.
Gelbman, J.	Walters, R.
Ghent, S.	Welch, F.
Guttman, M.	Williams, G.
Jacobs, G.	

If anyone has seen a kindly old gentleman with a Baby Lincoln and a Teddy Roosevelt smile, and a young girl at his side on any Saturday of the year, that man is from Geneva.

We are recruiting for new members for our Geneva Athletic Club. There are very few now who do not belong, but we would like to have a 100 per cent membership. We are improving the place each month and having some great times.

The Geneva Athletic Club on January 24th, 1934, gave another smoker in their gymnasium, which turned out, as usual, a brilliant success. The hall was crowded, and every one there enjoyed the corn cob pipes which were handed them on their arrival. Mr. R. S. Cleaveland, Superintendent from 28th Street, and our neighbor, with Superintendent Francis, joined hands for the evening, and we never will forget the cooperation given us. With the boxers they furnished plenty of entertainment, and a wrestling match. And we won't forget either, which is an important item, that they dug down into their cash box and donated this feature. Many, many thanks to you, Mr. Cleaveland, and the rest of you neighbors and co-workers of 28th Street.

The following song was dedicated to Geneva, sung and played by the Geneva orchestra to the grand old tune of "Mother":

"G" stands for the generosity of our company.

"E" stands for the efficiency of our men.

"N" stands for the notoriety of Geneva.

"E" stands for employees, fair and square.

"V" stands for the variety of good service.

"A" stands for the Association we're all in.

Put them all together they spell "Geneva."

The word that means the world to me.

✓ ✓ ✓

Conductor Oakes reported sick here one day and while off he attended a wedding in Colma. Charlie, you would make a good teacher for some of our new men. He was back to work right after Sunday.

✓ ✓ ✓


Main office please take notice—The famous crooner from your office appeared at the Smoker but failed to croon. We have his promise he will do so the next time. Mr. Allen, we also missed you, but your family was well represented. Also by not being there yourself you missed the best entertainment of the year.

✓ ✓ ✓

Gerrity was presented by his wife and friends the other day with a new guitar. We expect a lot of good serenading from you, Dick, in the near future, as we believe you get free music lessons.


✓ ✓ ✓

Superintendent Francis has had quite a siege with a bad foot for the past two weeks, but he is now on the road to recovery. He has been around and amongst the boys just the same, even paid visits to the lame and sick in the hospital when he should have been there himself.



"STOP-WEAR"
LUBRICATION SERVICE

SAVES YOU MONEY



IT will pay you to compare the advantages of STOP-WEAR with the lubrication service you are now using.


Only carefully selected dealers are permitted to give STOP-WEAR service.

They lubricate your car according to a detailed chart supplied by your manufacturer.

They use only Union Winter grade friction-proof lubricants having wear resistance 5 times that of ordinary oils.

All STOP-WEAR dealers are certified lubrication specialists.

It's wise economy to use the best lubrication service. STOP-WEAR can be found at hundreds of selected Independent Dealers and all Union Service Stations Inc.



Washington and Mason

By L. P. DAHL

The following conductors of Washington and Mason Division were 100 per cent in their remittance reports for the month of December, 1933:

Hart, E.	Gales, L.
Cammack, W.	Jones, A.
Koomas, M.	Vatsakis, A.
Zelles, B.	Knoth, D.
George, S.	Cash, L.
McCarthy, A.	Lahiff, B.
Mirabella, F.	

We extend birthday greetings to the following boys at Washington and Mason Division: H. Cohn, H. Peterson, L. Gales, F. Orsi, R. Ragghianti, H. Araboglou, and C. Gersbach.

Conductor Spike Cammack has gone into training and will be ready for a match in a couple of weeks. In one of his bouts recently, Spike knocked out his sparring partner, Sergeant Henderson, in the first round. Fight promoters can obtain his services by seeing his manager, Leo P. Dahl.

The following boys from this division have been on the sick list during the past month, and we take this occasion to wish them a speedy recovery: S. Bloch, R. Glenn, C. Kirkpatrick, F. Orsi, A. Kelley, P. Halpin, A. Martin and W. Burden.

Don't forget to buy a ticket for our first annual entertainment and dance to be held at California Hall, Polk and Turk Streets, on Wednesday evening, February 21, 1934.

Gripman Nick Papadakis has a new stock of goods and will fill all orders promptly.

San Francisco paid more than \$2,000,000 in sales tax during the last quarter of 1933, relatively more than for the first two months, August and September, when the total approximated \$1,100,000.

A hearty welcome is extended to the following new motormen and conductors who have recently joined the Market Street Railway family at Washington and Mason Division. We wish you success and many pleasures in your new work.

Gripmen:	Conductors:
Drouin, D. L.	Taggart, J. A.
Wise, J. B.	Pucheu, Alfred
Giannini, C. R.	Nilson, Emil
Glenn, R. M.	Sowers, J. M.
Hernandez, I. M.	

If you want to hear a good railroad story, ask Gripman J. Smith to tell you about the time he was an engineer on a freight train.

For a good chiropractic treatment we recommend Conductor F. Anderson, who informs us he knows all the joints.

Our telephone number in the club room has been changed to TUxedo 9498.

We are all glad to see an old timer, Gripman Dewey Buchignani, back with us again. Dewey we feel sure is going to stick on the job this time.

Our heartfelt sympathy is extended to Conductor Dave Knoth in the loss of his dear father, who passed away at his home in San Jose, February 4, 1934.

Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS



Being at a loss for an idea to start our little column, suppose we discuss our newly adopted Sick and Accident Insurance. In order to get the best results, and speed up your check at the same time, two things are of vital importance: first, in regard to your attending physician; second, concerning the diagnosis of your case. You do not have to call at your division office in person. If it is impossible to phone in the necessary information, after the expiration of three days, have someone call at office, or phone, and we will send in your application. This will be a great help to us in filing your claim as well as insure greater speed in adjusting your claim.

Side Glances

Motorman Vanarsdell and his wife are to be congratulated on the arrival of a seven-pound boy.

I'll make you grant my birthday wish
(And here's a thought that's nifty),
A kiss from you for every year,
And, gal, I'm nearly fifty.

The crew on 26-Fillmore have done gone to the dawgs. Believe it or not, that noble game of lawn tennis was the cause of it all. Now, wouldn't it be fun to see our own little Rolla (Lotta) DeBord defending the tradition of Turk and Fillmore against Big Bill Tilden? Well, that's the long and short of it.

Who is the old grey-haired conductor that the kids all call Trixie? Zuccarello, guess you had better take the bow.

We see by the papers that there are a number of sea monsters reported from different places. But we are sure that they cannot equal the fish that jumped into Taylor's boat and asked him for a sardine, and being refused hit him in the eye with his fin. Boy, what a tall one.

We have the authentic information that H. J. Loomis bought Carley's boots. For your information, H. J., the man at the Beach, doesn't mind your wearing boots, but no spurs, though. He says they scratch the paint on his horses. We like the music, too; reminds us of a circus.

Wm. Hansen, Manager
Dan McLaughlin, President
Geo. J. Asmussen, Secretary

United Undertakers

Established 50 Years

1096 VAN NESS AVE. SOUTH

— at —

Twenty-Second Street

NEW FUNERAL HOME
AND CHAPEL

Telephone MIssion 0276

The following named motormen have had no chargeable accidents for the past six months:

Anderson, M.	Madziarski, W.
Anderson, A.	Mattson, G. I.
Allen, V. E.	Meza, M.
Blue, F.	Marchus, R. W.
Borba, M. S.	McLaughlin, C.
Balthaser, E.	Newman, E.
Baronie, R.	Nelson, A.
Berry, J.	O'Keefe, A. J.
Burns, M.	Patterson, L.
Coleman, E.	Rohrer, M.
Carley, L. S.	Rich, H. W.
Daroshka, F.	Ray, B. H.
Davis, M. O.	Regan, J. J.
Funnemark, C. L.	Ryan, J. J.
Hoover, T. C.	Stevenson, D. K.
Himes, J. W.	Stenberg, A.
Harrison, W. L.	Smith, E. E.
Hurst, D. W.	Silva, F.
Hightstreet, M.	Strong, E. L.
Juedes, J.	Summers, C. E.
Jones, J.	Settlemyer, D.
Jones, W. M.	Sawyers, J. C.
Lynch, J. J.	Stagg, W. R.
Law, H. A.	Smith, D. C.
Loomis, J. J.	Tamblin, A. J.
Loomis, H. J.	Vanarsdell, O. L.
Monteleone, J.	Watts, C. F.
Murnane, T. J.	Willhite, A. R.
Menegon, P.	Zitzelsberger, F.
Meyer, E. A.	

The following conductors had no errors during the month of January, 1934.

Adney, A. J.	Liff, H. C.
Beck, C. O.	Marcum, H. M.
Carver, J.	Matheson, W. F.
Cain, A. J.	Milanesi, L.
Coverdale, R. T.	McCullough, J. K.
Dorgan, W.	Nyhan, J.
Eisenberg, S.	Prideaux, E.
Ellis, G. R.	Rogers, R.
Giblin, P. V. J.	Smyth, T.
Hopkins, H. K.	Shurgin, H.
Holsclaw, E.	Taylor, F.
Hannan, M. A.	Tunstall, J.
Kennedy, C. W.	Williams, T. E.

It is with deep sympathy that we announce the passing of the small son of Motorman Marchus. "Come unto me little children."

Conductor Cornac is very international when it comes to accepting foreign coins. He prefers Canadian quarters to French francs. The other day he gave a Canadian quarter to a man and got two back in return.

Have you noticed the look of satisfaction on the face of "Smiling Harry," the Car House detective, since we adopted the profit-sharing bonus plan?

Speaking of satisfied looks, how about "Dock Woods" the controller buster, after the accident he had?

Young Jones had been to a party. The following morning he was not feeling well. "Well, that's done," he said to his fellow boarder after breakfast.

"What have you done?" asked the other.

"I've just phoned to the boss' private address to say I'm not well and won't be able to get to the office today. I wonder if the old boy will smell a rat?"

"Well, I shouldn't," said his companion, "You see, today's Sunday."

But you'll notice that all the people who say brain work is harder than physical labor are motormen.

Shurgin: "What did the King do when he found a leak in the bath tub?"

Berry: "He yelled: 'A plug! A plug! My kingdom for a jolly old plug!'"

CONDUCTORS I

Inquiring passengers will appreciate the courtesy if you direct them to

Hotel Sutter

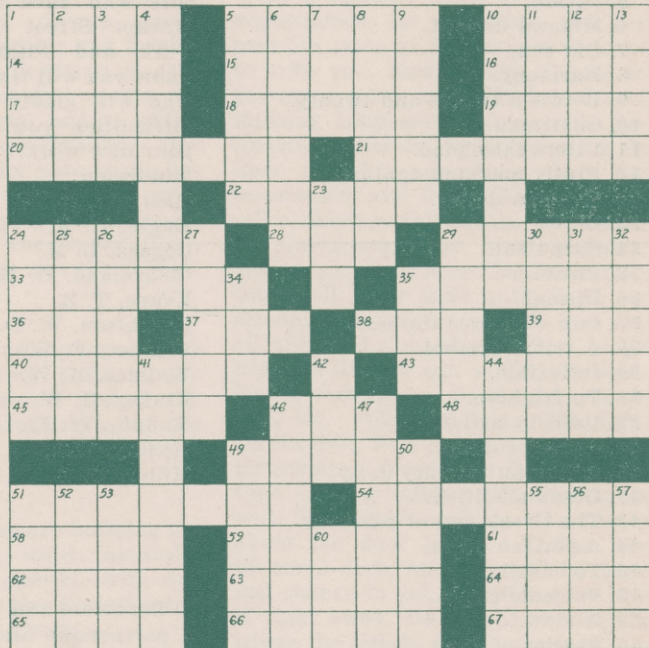
Corner of
Sutter & Kearny Streets
FIREPROOF
POPULAR RATES

Cross Word Puzzle

By O. L. Vanarsdell
Motorman, Turk and Fillmore Division

HORIZONTAL

1. Daring.
5. A small fish.
10. A blow.
14. Above.
15. Locality.
16. Tree.
17. Passage.
18. To pierce.
19. Takes food.
20. Tendency to rebound.
21. Canadian territory.
22. Comes from the eyes.
24. A rule.
28. To free.
29. Elegantly concise.
33. To take as a loan.
35. An ancient cuirass.
36. First woman.
37. Substance formed by bees.
38. Club.
39. Aeriform elastic fluid.
40. One who seals.
43. To withdraw.
45. A sin.
46. Blow.
48. Pattern.
49. Place of trial.
51. High-class writer.



54. Supernatural event.
58. Great number.
59. Compact.
61. A clique.
62. One of the Great Lakes.
63. A moment.
64. To comb textiles.
65. To consume by use.
66. A reptile.
67. Advantage.

Now that the boys are turning athletic, I wonder if Bethell would like a nice game of marbles. We have some nice glassies that you can have. Wonder if Lotta would like to join in this lil' game of taws.

Half a million trespassers are riding the rods on the railroads of this country, according to best available records. Most of this mass of hoboes are under twenty-five years of age.

...HAVE PRESTON

Set and regulate your watch.
Will be at your car house in
the evening, every two weeks.

ROOM 210 PHELAN BLDG.
Telephone DOuglas 1459

Official Watch Inspector for
Southern Pacific, Western Pacific and
Northwestern Pacific Railroads

VERTICAL

1. Tree trunk.
2. Egg shaped.
3. Asiatic river.
4. Bureau.
5. Divide.
6. Mineral deposit.
7. Did run.
8. Harmony.
9. Between twelve and twenty.
10. Chairman.
11. Utters falsehood.
12. Prefix meaning against.
13. Mexican dollar.
23. Ill.
24. Corpulent.
25. Pirate.
26. Dismal.
27. One who uses the oars.
29. A tribal symbol.
30. Inflexible.
31. To frighten.
32. Used by artist.
34. Armed contest.
35. A Roman tutelary deity.
41. Ocean shellfish.
42. The Greek god of pastures.
44. American plant.
46. To enroll.
47. Volcanic scoria.
49. A view.
50. Species of duck.
51. To masticate.
52. Learning.
53. Oriental country.
55. Clothed.
56. Fat of swine.
57. Tips.
60. A cover.

Then we have Conductor Liff, you know, the guy what "liffs last liffs best."

Plans for the celebration of the completion of the two bridges, The Golden Gate, and the San Francisco-Oakland, are proceeding. 1937 is the year set when a celebration of unprecedented magnitude and variety of features is planned.

Which reminds us of what the Chinaman said to Conductor Marcum

when he handed him his transfer, "marcum."

A hearty welcome is extended to the following motormen and conductors who have recently joined the Market Street Railway family at Turk and Fillmore Division. We know you will find many new friends who will gladly help you over any difficulties you may encounter in your new work.

Motormen:	Conductors:
Hastings, R. W.	Bernstein, J. A.
Engle, H. R.	King, T. G.
Logasa, L. M.	Krausgrill, W. L.
Cleaveland, G. H.	Mottesheard, W. H.
Evans, T. Z.	Stevens, C. N.
Hutchison, W. D.	West, Geo.
Wucher, F. W.	Northway, W. A.
Wallace, M. W.	Boschetti, E. D.
Rinker, G. W.	DeArmond, H. V.
Maupin, W. F.	Liff, H. C.
Mysing, Wm.	Haynes, W. H.
Miller, G. A.	Ellis, G. R.
	Nyhan, J. J.
	Scott, G. L.
	Zuccarello, J. E.

Bernstein and Eisenberg went into a partnership and had this clause in their agreement: "In case of bankruptcy, the profits shall be divided equally."

A two-way television apparatus has been patented and is on its way, to be used with existing telephones. It is said that users may see and talk with each other at the same time without interference.

ANDREW F. MAHONEY LUMBER CO.

No. 1 Drumm Street
San Francisco, Cal.

RAILROAD TIES
LUMBER
PILING

Sutro Surf Bubbles

By H. R. FRANKLIN



Prosperity is here, the future looks brighter and brighter, business is continually on the up trend, and we of the Park-Presidio district have many improvements in progress which are helping the transportation business of the Sutter lines, thanks to Uncle Sam and the C.W.A. workers.

The George Washington Senior High School is being built in the vicinity of 31st Avenue and Geary Boulevard, and a great many of the C. W. A. workers from this structure patronize our lines.

At Fort Miley they are building the Veterans' Hospital, which naturally is a boost to the district, with our No. 2 line reaching the closest point, running practically direct.

Then there is Land's End, with its natural beauty, and a view of the Golden Gate and the Pacific Ocean, undergoing renovation by as many as 300 C. W. A. workers, who are making the surrounding territory more beautiful than ever.

Practically all of these men are veterans of some war, having served their country during time of need, and now they are being compensated by our government. Extend to them courteous and efficient service, and they will continue to patronize our lines, and bring more patrons.

Coroner Leland reports that last year 124 persons, including eleven children, were killed in motor accidents in San Francisco—a record to which there can be no pointing with pride.

Be a booster, stick by your own organization, be with them 100 per cent the same as you expect them to be with you. Now is your chance to patronize your own Market Street Railway Employees' Cooperative Association, merely by cooperating in their first big adventure, their Entertainment and Dance. Buy and even sell a ticket to this affair. The Board of Governors need your support, and we earnestly hope that Sutro Division will show their enthusiasm by attending in large numbers. You are all promised a wonderful time, so do not miss if you can possibly attend. Just a reminder as to the date, location, etc. February 21st, 1934, California Hall, Polk Street, at Turk. Entertainment from 8 to 9 P.M., and then dancing follows. Refreshments will be served; and do not forget about the door prizes. Tickets are 50 cents each, and this will be your last chance to get your ticket, so buy it right away. Do I need to mention where the tickets can be obtained?

Many thanks to the men of the division for their support in placing an ad in the dance program. President G. G. Sawyer of the Association surely appreciates your generous response in extending the compliments of the Division.

J. FINN, President

R. B. FINN, Secretary

John Finn Metal Works

**SAN FRANCISCO
AND
SEATTLE**

**Babbitt Metals and Solders
Galvanizing and Sherardizing**

**372-398 SECOND STREET
Phone SUTter 4188**



Introducing Miss Dorothy Martin, 9 years of age, who is the granddaughter of Motorman J. G. Williams.

Miss Martin is a part of Sutro Division's contribution to the entertainment and dance to be held at California Hall on Wednesday evening, February 21st. She is a first-class entertainer, and will dance during intermissions.

ANSWER TO PUZZLE ON PAGE 43

B	O	L	D	S	P	R	A	T	S	L	A	P
O	V	E	R	P	L	A	C	E	P	I	N	E
L	A	N	E	L	A	N	C	E	E	A	T	S
E	L	A	S	T	I	C	O	N	T	A	R	I
		S		T	E	A	R	S		K		
O	R	D	E	R	R	I	D		T	E	R	S
B	O	R	R	O		L		L	O	R	I	C
E	V	E		W	A	X		B	A	T		G
S	E	A	L	E	R		P		R	E	T	I
E	R	R	O	R		R	A	P		M	O	D
		B		V	E	N	U	E		B		
C	L	A	S	S	I	C		M	I	R	A	C
H	O	S	T		S	O	L	I	D		C	L
E	R	I	E		T	R	I	C	E		C	A
W	E	A	R		A	D	D	E	R		O	D

Profit - Sharing Plan adopted:
Many conversations can be heard now by individuals planning how they will spend or dispose of their share of the profits when they receive their check for the first quarter. General "gilley room" talk shows plenty of anticipation for the extra earnings.

January 1934 finds Sutro Division in first place in the Conductors Remittance Records, and we take pride in showing the names of our errorless conductors for this month:

Avila, E.	Hutchins, B.
Bailey, J.	Jerabek, S.
Bakke, C.	Kasberg, H.
Bettini, B.	Kroencke, H.
Bible, C.	Langer, J.
Briggs, R.	Lewicki, W.
Broska, J.	Loyd, E.
Campbell, D.	Lucier, D.
Conrad, C.	Magnusson, C.
Corporal, J.	Marcum, C.
Cossen, D.	Mathes, C.
Creighton, J.	Morgan, A.
Dahl, G.	Patton, J.
Dutton, R.	Pepper, J.
Edwards, C.	Petersen, F.
Edwards, T.	Pruitt, J.
Freeman, B.	Puett, C.
Futch, J.	Ross, H.
Garrett, G.	Row, S.
Gillespie, P.	Sawyer, G. G.
Goodrich, W.	Sawyer, G. O.
Graham, W.	Shepherd, W.
Gustafson, M.	Stevens, T.
Head, R.	Thielacker, L.
Herlihy, W.	Toy, J.
Holmes, E.	Van Matre, W.
Humes, R.	Weissend, J.
Hunter, O.	

One-error men for January 1934 are listed as follows:

Ayres, B.	McKennon, J.
Bubel, F.	Marie, C.
Chollet, J.	Marks, M.
Cummings, R.	Moore, J.
Gollob, J.	Pierce, C.
Grant, H.	Prince, F.
Hatch, J.	Ramey, T.
Jack, H.	Thacker, E.
Johnson, C.	Williams, C.
McDermott, H.	

Colonel Henry Marison Byllesby
Post No. (?), Veterans of Foreign
Wars of the United States, for mem-
 bers of the Byllesby Family only, is
 in the making, and now being organ-
 ized. This is your chance to become
 a charter member if you are eligible
 to join this post. All veterans of any
 foreign war, this is your one big op-
 portunity to get in a real veteran or-
 ganization. The organizers expect to
 start right out with two hundred
 members, and their ambition is to
 make this one of the best posts in the
 City of San Francisco. They have
 plenty of first class, also experienced
 men to work with, and should have
 no trouble realizing this ambition.

Allow us to introduce several new
 motormen who have joined the divi-
 sion recently. First, Motorman Albert
 Kolstad, who comes from Cannon
 Falls, Minn., and whose recent occu-
 pation was that of farmer. However,
 he has had previous experience as a
 motorman, and is doing very nicely
 along Sutter Street; also appears to
 feel right at home with us. Second,
 we have in the making Motorman
 Herbert Walmsley, who is inexperi-
 enced, and at the present writing is
 being taught the duties of motorman
 by Instructor of Motormen E. G.
 Holmes. Our earnest desire is that he
 makes good and learns to enjoy his
 newly acquired duties. Good luck to
 each of you men for a happy future.

Approximately 80 per cent of all
 women's clothing manufactured in
 this country is made within a twelve-
 block area in New York City.

A new form-fitting bed pillow has
 been put on the market. It has a
 rounded indentation in one side to
 fit the sleeper's shoulder.

Owing to the prevalence of child
 marriage in India, one of the most
 popular wedding presents for both
 Hindu and Mohammedan brides is
 a doll, the world's oldest toy.

Attention Car Men!

WE SPECIALIZE
IN

RAILROAD WATCHES

EASY PAYMENTS

WATCHES
DIAMONDS
JEWELRY
SILVERWARE
IVORY SETS

Garfield 2766-2767

Corner Market - Kearny - Geary

ROTHSCHILD JEWELRY CO.

704 MARKET STREET
7th Floor

No chargeable accidents for the six months' period July 1st, 1933, to January 1st, 1934, is the status of the following listed motormen of Sutro Division. It is a pleasure to list the non-accident men. We would appreciate adding many more names on the Safety Operators' list, due to the fact that our standing in the Safety League does not merit any boasting as we are generally at or near the bottom of ratings per division in this particular department. Might we suggest a little more cooperation on the part of the motormen in the way of competition to bring up their batting averages so as to compare more favorably with the Conductors' Remittance Records.

Basney, H.	Knutson, H.
Bidgood, G.	Kruer, N.
Bulatoff, L.	League, T.
Cole, J.	Lex, G.
Combest, T.	Luck, W.
Concannon, T.	Miller, C.
Courtright, R.	O'Howell, C.
Crader, G.	O'Howell, H.
Dobie, G.	Orwan, R.
Donathan, R.	Parnell, T.
Dyson, E.	Paul, H.
Ellis, E.	Perry, C.
Ferris, F.	Ramer, W.
Fletcher, J.	Shatsky, M.
Friedenberg, I.	Stirewalt, K.
Frisch, B.	Taylor, F.
Hewitt, T.	Timofeev, G.
Higuera, J.	Timofeev, M.
Hoffman, E.	Whitehead, S.
Jahnsen, C.	Williams, A.
Jarett, C.	Williams, J.
Joynes, E.	Wittmer, E.
Kaseeff, G.	Young, F.

An oversight, and then an act of courtesy to make up for his neglect. However, that is the way it was put to us. It was on his last trip—in fact, after 1:00 A.M.—when the conductor forgot to let a lady off his car at a certain stop, as per her request, and carried her to the end of the line. What did he do? He called a taxi-cab, paid the lady's fare, and sent her happily to her home. Good work, but who could he have been?

Phone MIssion 3614

GEORGE L. SUHR

SUHR & WIEBOLDT

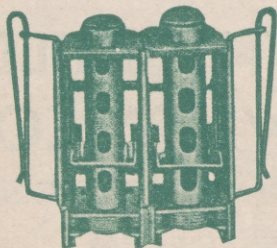
FUNERAL DIRECTORS
and
EMBALMERS

1465 TO 1473 VALENCIA STREET

Between 25th and 26th

San Francisco, Calif.

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a



JOHNSON UNIVERSAL CHANGER

Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

IMPOSSIBLE TO MAKE A MISTAKE

Obtain in Employment Bureau, 729 Holbrook Bldg.
Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

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